

PORT DENISON
TIMES ALMANAC
1868

.

THE
PORT DENISON TIMES
ALMANAC

FOR
1868,

BEING BISSEXTILE, OR LEAP YEAR.

PRICE, with Map, 5s.; without Map, 3s. 6d.

BOWEN :
PUBLISHED BY F. T. RAYNER,
AT THE PORT DENISON *TIMES* OFFICE,
HERBERT STREET, BOWEN.

GIBBS, SHALLARD, & CO., PRINTERS,
108 PITT STREET, SYDNEY.

INDEX.

	PAGE.
Abbreviations, Explanations of	1
Advertisements	163 to 176
Calendar, Moon's Phases, Mean Temperature, &c.	2 to 25
Galvanism and Porter	2
Latent Heat	3
Electric Light, Speed of	4
Hint to Gold Buyers	5
Pendulums of two Clocks	6 to 7
Artesian Fire Springs in China	7 to 8
Fossils in the Cliffs of Suffolk	10 to 11
Circumference of a Circle	11
Yard Measure	12
River Shirhawto Falls, between Bombay and Cape Comorin	13
Dr. Lankester on Filtered Water	14 to 15
Ladies' Dresses Fireproof, How to make	16
Rice Water Writing, How to make Visible	17
Plumbago or Blacklead	18 to 19
Whitewash	20 to 21
Famines in Europe	22 to 23
Rapidity of Water at the Bottom of Streams	24 to 25
Summary of Events	26 to 37
New Industries	37
Sugar Manufacture	38 to 42
Sugar Making in Queensland	42 to 46
Beet as a Sugar Yields	46 to 48
Cotton Culture—Dr. N. B. Cloud's System	48 to 51
Tobacco Cultivation	51 to 57
A New Industry	57 to 58
Wine Making, Does it Pay	58 to 59
Mats for Sugar Packing	60
Coffee Cultivation	60 to 62
Orange Trees, Failing of	62
Custom Duties and Harbour Dues	63
Ports and Harbours and Sailing Directions	64
Port Curtis	74
Keppel Bay	77
Broad Sound	78
Pioneer River	80
Gloucester Island to Port Denison	82
Cleveland Bay	85
Hinchinbrook Island	87
Port Albany and Evans' Bay	88
Torres Straits	91
Postal Information, Money Order Offices, &c.	120 to 128
Inland Mails, Arrival and Departure of	128 to 130
Northern Queensland Itinerary for 1868	131
Bowen to Port Mackay	131 to 132
Bowen to Port Mackay by coast road	133
Port Mackay to St. Lawrence, coast road	133 to 134
Strathmore to Nebo	134
Nebo to Mackay	134

INDEX.

	PAGE.
Nebo to Avon Downs	134
Nebo to Waverley	135
Waverley to Broomsound	135
Waverley to Rockhampton	135
Waverley to Clermont	136
Clermont to Rockhampton	136
Strathmore to Bowen Downs	136
Whistling Duck Creek, Bowen Downs Road, to Cornish Creek ..	137
Strathmore to Bully Creek	137
Mount McConnell to Marathon	138
Bowen to Clermont	139
Bowen to Cape River Diggings	139
Bowen to Dalrymple	139
Inkermann to Townsville	140
Townsville to Dalrymple	140
Townsville to Cardwell	140
Cardwell to Dalrymple	140
Dalrymple to Cape River Diggings	141
Dalrymple to Richmond Downs	141
Richmond Downs to Burke Town	141
Dalrymple to Carpentaria Downs	142
Carpentaria Downs to Albert River	142
Albert River to Landsborough River	143
Stations, with Names of Owners, and their Post Towns ..	143 to 146
Royal Family	147
Government of Queensland	148 to 149
Government Departments	150 to 154
Towns Directory	154 to 158
Amount of Imports, Exports, Revenue, &c.	159
Table of Number of Vessels, Aggregate Tonnage, &c	160
Telegraph Information	161 to 162

THE PORT DENISON TIMES

ALMANAC AND DIRECTORY

FOR

1868.

EXPLANATION OF ABBREVIATIONS USED.

NAUTICAL FIGURES, TO DENOTE THE FORCE OF THE WIND,
USED IN THE ROYAL NAVY.

0. Calm.
1. Light air. Just sufficient for steerage way.
2. Light breeze { With which a ship with all sail set } 1 to 2 knots.
3. Gentle breeze { and clear, full, would go in smooth } 3 to 4 "
4. Moderate breeze { water } 5 to 6 "
5. Fresh breeze {
6. Strong breeze { In which she could just } Royals, &c.
7. Moderate gale { carry in chase, full, and } Single reefs, &c.
8. Fresh gale { by } Double reefs, &c.
9. Strong gale { Triple reefs, &c.
10. Whole gale. In which she could just bear close-reefed maintopsail and reefed foresail. } Close reefs and courses.
11. Storm. Under storm staysail.
12. Hurricane. Bare poles.

LETTERS TO DENOTE STATE OF WEATHER.

- B. Blue sky, whether clear or hazy atmosphere.
 - C. Cloudy; that is, detached open clouds
 - D. Drizzling rain.
 - F. Fog.
 - F.F. Thick fog.
 - G. Gloomy dark weather.
 - H. Hail.
 - L. Lightning.
 - M. Misty or hazy, so as to interrupt the view.
 - O. Overcast, one impervious cloud.
 - P. Passing showers.
 - Q. Squally.
 - R. Rain, continuous.
 - T. Thunder.
 - U. Ugly threatening weather.
 - V. Visibility of distant objects.
 - W. Wet dew.
- Denotes an extraordinary degree when under any letter.

EXAMPLE.

- B.C.M. Blue sky, with opening clouds, hazy round the horizon.
 G.V. Gloomy dark weather, distant objects remarkably visible.
 Q.P.D.L.T. Very hard squalls and drizzling showers, with lightning and very heavy thunder.
 B.C.P. Blue sky and cloudy, with passing showers.
 C.T.L.D. Cloudy, with thunder and lightning and drizzling rain.

On the opposite pages the letter I denotes the time of departure from Bowen of the mail to Inkerman; N, that of the Nebo mail; and A, the arrival of both mails in Bowen.

MEAN TEMPERATURE (1867).

S a.m. 87°51.

Noon 90°09.

3 p.m. 88°55.

6 p.m. 87°29.

MEAN DIURNAL TEMPERATURE.

88°18.

Date.	Day.	OCCURRENCES, &C.
N 1	W	<i>Circumcision.</i>
2	Th	Reward of £1400 offered to gold prospectors at
3	F	[Mt. Wyatt, 1867.]
4	S	Bass discovered Western Port, 1798.
5	S	<i>Second Sunday after Christmas.</i>
6	M	<i>Epiphany.</i> —Hero arrived from Batavia on last trip,
7	T	(8) Prince Albert Victor of Wales born, 1864. [1867.]
8	W	Murders at Jinden, N.S.W., 1867.
9	Th	Cape of Good Hope taken, 1808.
A 10	F	(9) Bass's Straits discovered, 1793.
11	S	(12) Coronation of Queen Elizabeth, 1559.
12	S	<i>First Sunday after Epiphany.</i>
I 13	M	
14	T	
N 15	W	First Government of Victoria inaugurated, 1851.
16	Th	Gibbon, the historian, died, 1794.
17	F	Melbourne and Williamstown railway opened, 1859.
18	S	
19	S	<i>Second Sunday after Epiphany.</i>
20	M	Public funeral of Burke and Wills at Melbourne,
21	T	First letter of Junius appeared, 1769. [1863.]
22	W	Wellington, N. Zealand, founded, 1840.
23	Th	
A 24	F	First bishop of Melbourne arrived, 1843.
25	S	Princess Royal married, 1858.
26	S	<i>Third Sunday after Epiphany.</i> —Conversion of St.
I 27	M	[Paul.]
28	T	Governor Bligh deposed, 1808.
N 29	W	First train passed over Panama railway, 1855.
30	Th	Charles I. beheaded, 1648.
31	F	

The agency of galvanism explains why porter has a different and more pleasant taste when drunk out of a pewter pot than out of glass or earthenware; why works of metal which are soldered together soon tarnish in the place where the metals are joined; and why the copper sheathing of ships, when fastened with iron nails, is soon corroded about the place of contact. In all these cases a galvanic circle is formed which produces the effects.

PHASES OF THE MOON.

	D.	H.	M.		D.	H.	M.
First Quarter	3	1	56	p.m.	Last Quarter	17	2 57 a.m.
Full Moon	10	8	46	a.m.	New Moon	25	5 11 a.m.

Date.	Apparent Time.		Equation of Time, added to Apparent Time.	Sun's Declination.	Morning High Water	Weather during 1866.		
	Sun					Wind.	Force from	State.
	Rises.	Sets.						
	H. M.	H. M.	M. S.	° ' "	H. M.			
1	5 24	6 36	3 37	23 2 41 S	0 43	S.E.	7	C.R.
2	5 24	6 36	4 5	22 57 40	1 19	S.E.	7	C.R.
3	5 24	6 36	4 33	22 52 12	2 8	S.E.	6	C.R.
4	5 25	6 35	5 0	22 46 16	3 17	S.E.	5	B.C.
5	5 25	6 35	5 28	22 39 53	4 39	S.E.	6	B.C.
6	5 25	6 35	5 54	22 33 4	5 32	S.E.	4	B.C.
7	5 25	6 35	6 21	22 25 47	6 54	W.	3	B.C.
8	5 26	6 34	6 46	22 18 4	7 51	N.W.	2	B.C.
9	5 26	6 34	7 12	22 9 55	8 35	S.E.	2.4	B.C.
10	5 26	6 34	7 36	22 1 20	9 33	S.E.	4.6	C.R.
11	5 26	6 34	8 0	21 52 19	10 19	S.E.	5	C.R.
12	5 27	6 33	8 24	21 42 52	11 6	S.E.	5	C.R.
13	5 27	6 33	8 47	21 33 0	11 46	E.	6	R.
14	5 27	6 33	9 9	21 22 43	0 7	S.E.	4.6	C.R.
15	5 28	6 32	9 31	21 12 2	0 45	E.	7	C.P.
16	5 28	6 32	9 52	21 0 56	1 37	E.S.E.	6.8	C.P.U.
17	5 28	6 32	10 12	20 49 26	2 39	S.E.	5.7	B.C.P.
18	5 29	6 31	10 32	20 37 32	3 55	S.E.	6	B.C.P.
19	5 29	6 31	10 51	20 25 14	5 10	E.S.E.	6	B.C.P.
20	5 30	6 30	11 9	20 12 34	6 15	S.S.W.	4.6	B.C.P.
21	5 30	6 30	11 27	19 59 30	7 2	S.E.	6	C.
22	5 30	6 30	11 44	19 46 5	7 45	S.E.	6	C.
23	5 30	6 30	12 0	19 32 17	8 15	S.E.	5.3	B.C.
24	5 31	6 29	12 15	19 18 7	8 52	E.N.E.	3	B.C.
25	5 31	6 29	12 29	19 3 37	9 45	E.N.E.	3	B.C.
26	5 31	6 29	12 43	18 48 45	10 11	N.N.E.	2	B.C.
27	5 32	6 28	12 56	18 33 33	10 42	N.	3	B.
28	5 32	6 28	13 8	18 18 1	11 13	N.N.E.	1.3	B.C.
29	5 33	6 27	13 19	18 2 9	11 49	Calm	0	B.C.
30	5 33	6 27	13 30	17 45 57	0 22	N.	3	B.C.
31	5 34	6 26	13 39	17 29 27	0 38	E.S.E.	3	B.C.

LATENT HEAT.

This extraordinary principle exists in all bodies, and may be pressed out of them. The blacksmith hammers a nail until it becomes red hot, and from it he lights a match, with which he kindles the fire of his forge. The iron has, by this process, become more dense, and percussion will not again produce incandescence until the bar has been exposed in fire to a red heat. When it absorbs heat, the particles are restored to their previous state, and we can again, by hammering, develop both heat and light.—*R. Hunt, F.R.S.*

MEAN TEMPERATURE (1867).

8 a.m. 87°42.

Noon 89°19.

3 p.m. 86°64.

6 p.m. 83°68.

MEAN DIURNAL TEMPERATURE.

86°73.

Date.	Day.	OCCURRENCES, &C.
1	S	(2) Heavy floods in Queensland, 1867.
2	S	<i>Fourth Sunday after Epiphany.</i>
3	M	Heavy gale in Bowen, 1867.
4	T	End of American revolutionary war, 1783.
5	W	First Judge appointed at Melbourne, 1841.
6	Th	Black Thursday. Extraordinary hot wind in
A 7	F	Charles Dickens born, 1812. [Victoria, 1851.
8	S	Mary, Queen of Scots, beheaded, 1587 [1840.
9	S	<i>Septuagesima Sunday.</i> Queen Victoria married,
I 10	M	Transportation to Eastern Australia ceased, 1853.
11	T	
N 12	W	Hargreaves discovered gold in N.S.W., 1851.
13	Th	Great anti-transportation meeting at Melb., 1851.
14	F	Valentine's Day. Cap. Cook killed at Owhyhee, 1779
15	S	Commencement of English National Debt, 1500.
16	S	<i>Sexagesima.</i> First woolship from Bris. to Lon., 1851
17	M	(18) Nom. of first Member for The Kennedy, 1865.
18	T	Martin Luther died, 1546.
19	W	First Bank opened at Townsville, 1863.
20	Th	
A 21	F	Sydney Smith died, 1845.
22	S	(23) Speke announced discovery of sources of Nile,
23	S	<i>Quinquagesima, or Shrove Sunday.</i> [1863.
I 24	M	<i>St. Matthias.</i> French revolution, 1848.
25	T	<i>Shrove Tuesday.</i> Overland party left Rockhampton
N 26	W	<i>Ash Wednesday.</i> [for Port Denison, 1861.
27	Th	(26) Napoleon I. escaped from Elba, 1815.
28	F	Treaty of Amiens signed, 1802.
29	S	

According to the lowest results of Wheatstone's apparatus electric light traverses 288,000 miles in a second. If we reckon 189,398 miles for stellar light, according to Struve, we obtain a difference of 95,776 miles as the greater velocity of electricity in one second. In Professor Airy's experiments with the electric telegraph to determine the difference in longitude between Greenwich and Brussels, the time spent by the electric current in passing from one observatory to the other (270 miles) was found to be 0.109", or rather more than the ninth part of a second; and this determination rests on 2616 observations—a speed which would girdle the earth in ten seconds.

PHASES OF THE MOON.					
			D. H. M.		
First Quarter ..	..	..	2	4	9 a.m.
Full Moon ..	..	..	8	7	28 p.m.
			D. H. M.		
Last Quarter ..	..	..	15	7	10 p.m.
New Moon ..	..	..	24	0	13 a.m.

Date.	Apparent Time.		Equation Time, to be added to Apparent Time.	Sun's Declination.	Morning High Water	Weather during 1866.		
	Sun					Wind.	Force from	State.
	Rises.	Sets.						
	H. M.	H. M.	M. S.	° ' "	H. M.			
1	5 34	6 26	13 48	17 12 38 S	1 27	S.E.	4	B.C.
2	5 34	6 26	13 56	16 55 31	2 30	S.E.	4·6	B.C.
3	5 35	6 25	14 3	16 38 7	3 44	S.E.	4	Q.P.
4	5 35	6 25	14 9	16 20 25	5 15	E.S.E.	5	B.C.P.
5	5 36	6 24	14 14	16 2 26	6 28	S.E.	4	B.C.
6	5 36	6 24	14 19	15 44 11	7 30	S.E.	4	B.C.
7	5 37	6 23	14 22	15 25 39	8 23	N.E.	1·3	B.C.
8	5 38	6 22	14 25	15 6 53	9 11	V'ble.	1·5	B.C.P.
9	5 38	6 22	14 27	14 47 50	9 55	N.N.E.	2·4	B.C.
10	5 39	6 21	14 28	14 28 33	10 36	N.	1·4	B.C.
11	5 39	6 21	14 29	14 9 2	11 17	N.E.	4	B.C.
12	5 40	6 20	14 29	13 49 16	11 56	S.E.	4	B.C.
13	5 40	6 20	14 28	13 29 17	0 33	S.E.	3·5	B.C.P.
14	5 41	6 19	14 26	13 9 4	0 53	S.E.	5	B.C.M
15	5 41	6 19	14 23	12 48 38	1 48	S.E.	4	C.R.
16	5 41	6 19	14 20	12 28 0	3 3	S.S.E.	7·4	C.P.
17	5 42	6 18	14 16	12 7 11	4 39	E.S.E.	4	B.C.
18	5 43	6 17	14 12	11 46 9	5 33	S.E.	5	B.C.
19	5 43	6 17	14 7	11 24 56	6 31	E.S.E.	4	B.C.
20	5 44	6 16	14 1	11 3 33	7 17	E.N.E.	3·5	B.C.
21	5 44	6 16	13 54	10 41 59	7 53	S.E.	4	B.C.
22	5 44	6 16	13 47	10 20 15	8 21	S.E.	3·6	B.C.
23	5 45	6 15	13 39	9 58 22	8 56	S.E.	3	B.C.
24	5 46	6 14	13 31	9 36 20	9 47	E.	3	B.C.
25	5 47	6 13	13 22	9 14 9	10 21	E.S.E.	4	BCTT
26	5 47	6 13	13 12	8 51 50	10 48	S.E.	5	C.P.
27	5 47	6 13	13 2	8 29 23	11 26	S.E.	4	B.C.
28	5 48	6 12	12 51	8 6 48	11 59	V'ble.	1·3	B.C.
29	5 49	6 11	12 39	7 44 7	0 38	S.E.	1	B.C.

February 22.—An eclipse of the sun, invisible in Australia.

It may be convenient for persons buying and selling gold to remember that for every £1 per ounce value of gold the pennyweight is worth one shilling and the grain one half-penny. Five shillings per ounce gives three pence per pennyweight and half a farthing per grain. This simple calculation would save a good deal of trouble in searching through ready-reckoners, and would, at any rate, be convenient when no ready-reckoner was at hand.

MEAN TEMPERATURE (1867).

8 a.m. 82°61.

Noon 84°90.

3 p.m. 82°77.

6 p.m. 80°30.

MEAN DIURNAL TEMPERATURE.

82°64.

Date.	Day	OCCURRENCES, &c.
1	S	<i>First Sunday in Lent.</i> St. David. [1867.
2	M	Severe gale in Bowen; several houses blown down.
3	T	(1) First trustees of Bowen Cemetery elected, 1867.
4	W	[1864.
5	Th	First number of <i>Port Denison Times</i> published,
A 6	F	Kennedy Hospital Prov. Committee elected, 1867.
7	S	Slave trade in British dominions abolished, 1807.
8	S	<i>Second Sunday in Lent.</i>
I 9	M	Port Denison proclaimed a port of entry, 1861.
10	T	New Holland discovered by the Dutch, 1606.
N 11	W	Tin discovered in Victoria, 1853.
12	Th	Electric telegraph first used in Victoria, 1855.
13	F	Philippine Islands discovered by Magellan, 1521.
14	S	Victor Emmanuel born, 1820.
15	S	<i>Third Sunday in Lent.</i> Crimean armistice signed,
16	M	Towns Police Act extended to Bowen, 1864. [1856.
17	T	St. Patrick. [Kennedy, 1865.
18	W	Dalrymple returned as first member for The
19	Th	Northern District Court held its first Session in
A 20	F	Isaac Newton died, 1727. [Bowen, 1866.
21	S	Rockingham Bay declared a port of entry, 1864.
22	S	<i>Fourth Sunday in Lent.</i>
I 23	M	(26) Duke of Cambridge born, 1819.
24	T	Queen Elizabeth died, 1603.
N 25	W	Lady Day. <i>Annunciation of Mary.</i>
26	Th	Copper ore from Mr. Wyatt shipped for Sydney,
27	F	War declared with Russia, 1854. [1865.
28	S	Art Exhibition opened in Bowen, 1867.
29	S	<i>Fifth Sunday in Lent.</i>
30	M	Peace treaty with Russia signed at Paris, 1856.
31	T	First Prospectus of Bowen Sugar Co. issued, 1866.

About a century since it became known that when two clocks are in action upon the same shelf they will disturb each other—that the pendulum of the one will stop the pendulum of the other, and that the pendulum that was stopped will, after a while, resume its vibrations and, in its turn, stop that of the other clock. When two clocks are placed near one another in cases very slightly fixed, or when they stand on the boards of a floor,

PHASES OF THE MOON.

	D.	H.	M.		D.	H.	M.
First Quarter	2	2	42 p.m.	New Moon	24	4	52 p.m.
Full Moon	9	6	15 a.m.	First Quarter	31	10	19 p.m.
Last Quarter	16	1	21 p.m.				

Date.	Apparent Time.		Equation Time, to be added to Apparent Time.	Sun's Declination.	Morning High Water	Weather during 1866.		
	Sun					Wind.	Force from	State.
	Rises.	Sets.						
1	H. M.	H. M.	M. S.	° ' "	H. M.			
2	5 49	6 11	12 28	7 21 19S	1 7	N.E.	2	B.C.
3	5 50	6 10	12 15	6 58 24	2 5	E.S.E.	2.5	B.C.
4	5 51	6 9	12 2	6 35 24	3 30	S.E.	4	Q.P.D.
5	5 51	6 9	11 49	6 12 19	5 0	E.S.E.	2	B.C.
6	5 52	6 8	11 35	5 49 9	6 16	N.E.	2	B.C.
7	5 52	6 8	11 21	5 25 54	7 16	S.E.	4	BCTL
8	5 53	6 7	11 6	5 2 34	8 6	S.E.	4	B.C.
9	5 53	6 7	10 51	4 39 11	8 55	S.E.	5	B.C.
10	5 54	6 6	10 35	4 15 44	9 33	S.E.	5	B.C.
11	5 54	6 6	10 20	3 52 14	10 16	S.E.	4	B.C.
12	5 55	6 5	10 4	3 28 42	10 53	S.E.	5	B.C.
13	5 56	6 4	9 47	3 5 7	11 33	E.N.E.	4	B.C.
14	5 56	6 4	9 31	2 41 29	0 6	E.S.E.	2	B.C.
15	5 57	6 3	9 14	2 17 50	0 26	S.E.	3.5	B.C.
16	5 57	6 3	8 56	1 54 10	1 21	S.E.	5	B.C.
17	5 58	6 2	8 39	1 30 28	2 18	S.E.	5	B.C.
18	5 59	6 1	8 22	1 6 46	3 46	S.E.	5	B.C.
19	5 59	6 1	8 4	0 43 3	4 55	S.E.	3.5	B.C.
20	6 0	6 0	7 46	0 19 21S	6 5	S.E.	3	B.C.
21	6 0	6 0	7 28	0 4 20N	6 51	S.E.	5	B.C.
22	6 0	6 0	7 10	0 28 1	7 31	S.E.	5.7	B.C.
23	6 1	5 59	6 52	0 51 41	8 11	S.E.	5	C.P.
24	6 1	5 59	6 33	1 15 20	8 45	S.E.	5	B.C.P.
25	6 1	5 59	6 15	1 38 56	9 26	S.E.	7.5	B.C.M.
26	6 2	5 58	5 57	2 2 30	9 59	S.E.	5	B.C.P.
27	6 2	5 58	5 38	2 26 2	10 34	S.E.	5	B.C.
28	6 3	5 57	5 20	2 49 30	11 9	S.E.	4	B.C.
29	6 4	5 56	5 2	3 12 55	11 53	S.E.	5	B.C.
30	6 5	5 55	4 43	3 36 17	0 30	S.E.	5	B.C.
31	6 6	5 54	4 25	3 59 34	1 5	E.N.E.	4	B.C.
32	6 6	5 54	4 7	4 22 46	2 2	E.N.E.	3	B.C.

they will affect a little each other's pendulum. Mr. Ellicote observed that two clocks resting against the same wall, and which agreed to a second for several days, varied one minute thirty-six seconds in the twenty-four hours when separated. The slower, having a longer pendulum, set the other in motion in 16½ minutes and stopped itself in 36½ minutes.

MEAN TEMPERATURE (1867).

S a.m. 80°70.

Noon 85°07.

3 p.m. 82°63.

6 p.m. 80°00.

MEAN DIURNAL TEMPERATURE.

82°10.

Date.	Day.	OCCURRENCES, &c.
1	W	
2	Th	Richmond captured by Grant, 1865.
A 3	F	(5) <i>Mackay Mercury</i> established, 1866.
4	S	Date of Leichhardt's last letter, 1848.
5	S	<i>Sixth Sunday in Lent.</i> Canada discovered, 1497.
I 6	M	Washington elected first President of the U.S.A.,
7	T	(6) Abdication of Napoleon I., 1814. [1798.
N 8	W	(6) District Court sat at Bowen, 1867.
9	Th	Holy Thursday.
10	F	<i>Good Friday.</i> Prince of Wales married, 1863.
11	S	Easter Eve. Great fire in Queen-street, Brisbane,
12	S	<i>Easter Sunday.</i> Bowen founded, 1861. [1865.
13	M	Catholic Emancipation Bill passed, 1829.
14	T	President Lincoln assassinated, 1865.
15	W	
16	Th	(17) First newspaper issued in America (at Boston),
A 17	F	Prince Leopold born, 1853. [1704.
18	S	(19) Battle of Lexington. Com. of American
19	S	<i>First Sunday after Easter.</i> [Revolution, 1775.
I 20	M	Copper discovered in Tasmania, 1827.
21	T	(20) New South Wales discovered, 1770.
N 22	W	Date of Burke's last despatch, 1851.
23	Th	St. George. Wordsworth died, 1850.
24	F	
25	S	St. Mark. (27) Peace ratified with Russia, 1856.
26	S	<i>Second Sunday after Easter.</i>
27	M	First election of Queensland Parliaments, 1860.
28	T	Mutiny of the <i>Bounty</i> , 1789.
29	W	(28) Surinam, Dutch Guiana, taken by British, 1803
30	Th	Admiral Fitzroy, meteorologist, died, 1865.

ARTESIAN FIRE SPRINGS IN CHINA.

According to the statement of the missionary, Imbert, the Fire Springs ("Ho-tsing") of the Chinese, which are sunk to obtain a carburetted hydrogen gas for salt-boiling, far exceed our artesian wells in depth. Those springs are very commonly 2000 feet deep, and a spring of continued flow

PHASES OF THE MOON.

		D. H. M.		D. H. M.
Full Moon	.. ..	7 5 10 p.m.	New Moon	 23 6 13 a.m.
Last Quarter	.. ..	15 8 27 a.m.	First Quarter	 30 4 11 a.m.

Date.	Apparent Time.		Equation Time, to be added sub. from Apparent Time.	Sun's Declination.	Morning High Water	Weather during 1866.		
	Sun					Wind.	Force from	State.
	Rises.	Sets.						
	H. M.	H. M.	M. S.	° ' "	H. M.			
1	6 7	5 53	3 49	4 45 54N	3 28	E.N.E.	2.4	B.C.
2	6 7	5 53	3 31	5 8 57	4 53	N.E.	2	R.C.
3	6 8	5 52	3 13	5 31 54	6 9	V'ble.	3	B.C.
4	6 8	5 52	2 55	5 54 45	7 4	N.E.	4	B.C.
5	6 9	5 51	2 37	6 17 30	7 49	E.	4	B.C.
6	6 9	5 51	2 20	6 40 8	8 37	S.E.	5	B.C.
7	6 10	5 50	2 2	7 2 40	9 18	S.E.	4.7	B.C.
8	6 11	5 49	1 45	7 25 4	10 0	S.E.	6	C.P.
9	6 12	5 48	1 29	7 47 21	10 33	S.E.	5.7	C.P.U.
10	6 12	5 48	1 12	8 9 30	11 8	S.E.	5	B.C.P.
11	6 12	5 48	0 56	8 31 31	11 47	S.E.	5	B.C.
12	6 13	5 47	0 40	8 53 23	0 1	S.E.	5	B.C.P.
13	6 13	5 47	0 24	9 15 7	0 47	S.E.	5	B.C.
14	6 14	5 46	0 9	9 36 42	1 40	S.E.	5	B.C.
15	6 14	5 46	0 6	9 58 7	3 2	S.E.	6	B.C.
16	6 15	5 45	0 20	10 19 22	4 10	S.E.	6	B.C.P.
17	6 16	5 44	0 34	10 40 28	5 30	S.E.	6	B.C.P.
18	6 16	5 44	0 48	11 1 22	6 22	S.E.	5	B.C.P.
19	6 17	5 43	1 1	11 22 6	7 3	S.E.	4	B.C.
20	6 18	5 42	1 14	11 42 39	7 43	S.E.	5	B.C.
21	6 18	5 42	1 26	12 3 1	8 17	S.E.	4	B.C.P.
22	6 18	5 42	1 38	12 23 10	8 56	S.E.	5	C.
23	6 19	5 41	1 50	12 43 8	9 42	S.E.	4.7	B.C.
24	6 19	5 41	2 1	13 2 53	10 22	S.E.	5	B.C.
25	6 20	5 40	2 11	13 22 25	11 2	S.E.	5	B.C.
26	6 21	5 39	2 21	13 41 44	11 46	E.S.E.	4	B.C.
27	6 21	5 39	2 31	14 0 49	0 10	S.E.	4	B.C.
28	6 21	5 39	2 40	14 19 41	1 3	E.	3	B.C.
29	6 21	5 39	2 49	14 38 18	2 5	S.E.	5	B.C.
30	6 22	5 38	2 57	14 56 41	3 24	S.E.	5	B.C.

was found to be 3197 feet deep. This natural gas has been used in the Chinese province Tse-tschuan for several thousand years; and "portable gas" (in bamboo canes) has for ages been used in the city of Khuing-tschan. More recently, in the village of Fredoma, in the United States, such gas has been used both for cooking and for illumination.

MEAN TEMPERATURE (1867).		MEAN DIURNAL TEMPERATURE. 76.40.
8 a.m.	74.61.	
Noon	78.48.	
3 p.m.	77.87.	
6 p.m.	74.80.	

Date.	Day.	OCCURRENCES, &C.
A 1	F	<i>St. Philip and St. James.</i> Wellington born, 1769.
2	S	Steamer <i>Eagle</i> anchored East Arnheim's land, 1867.
3	S	<i>Third Sunday after Easter.</i>
I 4	M	(3) New Zealand declared independent of N.S.W.,
5	T	Naval Brigade organised, 1865. [1841.
N 6	W	Alexander V. Humboldt died, 1859.
7	Th	First steamer afloat in Port Jackson, 1831.
8	F	Massacre of Glencoe, 1691.
9	S	Dublin Exhibition opened, 1865.
10	S	<i>Fourth Sunday after Easter.</i>
11	M	Great fire in Brisbane, 1865.
12	T	Mitchell discovered the Murrumbidgee, 1836.
13	W	Moreton Bay made Port of Entry, 1846.
14	Th	Mint established in Sydney, 1855.
A 15	F	Melbourne founded, 1837.
16	S	(15) Capt. Cook discovered Moreton Bay, 1770.
17	S	<i>Fifth Sunday after Easter. Rogation Sunday.</i>
I 18	M	First Circuit Court held in Brisbane, 1850.
19	T	Burra Burra Copper Mines (S.A.) discovered, 1846.
N 20	W	New Zealand proclaimed a British colony, 1840.
21	Th	<i>Ascension Day.</i>
22	F	First Queensland Parliament met, 1860.
23	S	(24) Queen Victoria born, 1819.
24	S	<i>Sunday after Ascension Day.</i>
25	M	Princess Helena born, 1846.
26	T	Sydney lighted with gas, 1844.
27	W	
28	Th	First steam engine worked in Sydney, 1815.
A 29	F	Restoration of Charles II., 1660.
30	S	First immigrant ship arrived in Sydney, 1821.
31	S	<i>WhitSun.</i> Queensland Parliament dissolved, 1867.

In that strip of reddish colour which runs along the cliffs of Suffolk, and is called the Red Crag, immense quantities of cetacean remains have been found. Four different kinds of whales, little inferior in size to the whale-bone whale, have left their bones in this vast charnel-house. In 1840 a most perplexing fossil was brought to Professor Owen from this Red Crag. No one could say what it was. He determined it to be the tooth of a

PHASES OF THE MOON.

	D.	H.	M.		D.	H.	M.
Full Moon	7	4	30 a.m.	New Moon	22	4	29 p.m.
Last Quarter	15	3	8 a.m.	First Quarter	29	9	35 a.m.

Date.	Apparent Time.		Equation Time, to be sub. from Apparent Time.	Sun's Declination.		Morning High Water	Weather during 1866.		
	Sun						Wind.	Force from	State.
	Rises.	Sets.							
1	H. M. 6 22	H. M. 5 38	M. S. 3 4	° ' " 15 14 49N	H. M. 4 50	S.E.	5	B.C.	
2	6 23	5 37	3 11	15 32 42	5 54	S.E.	5	B.C.	
3	6 24	5 36	3 18	15 50 19	6 52	S.E.	4	B.C.	
4	6 24	5 36	3 24	16 7 40	7 43	S.E.	4	B.C.	
5	6 25	5 35	3 29	16 24 46	8 25	S.E.	4	B.C.	
6	6 25	5 35	3 34	16 41 35	9 2	S.E.	4	B.C.	
7	6 26	5 34	3 39	16 58 7	9 40	S.E.	6	B.C.	
8	6 26	5 34	3 42	17 14 23	10 17	S.E.	4.6	B.C.	
9	6 26	5 34	3 45	17 30 21	10 50	S.E.	5.7	B.C.	
10	6 27	5 33	3 48	17 46 2	11 31	S.E.	5	B.C.	
11	6 27	5 33	3 50	18 1 25	0 4	S.E.	5	C.	
12	6 27	5 33	3 51	18 16 31	0 27	S.E.	4.6	B.C.	
13	6 28	5 32	3 52	18 31 17	1 8	S.E.	5.3	C.	
14	6 29	5 31	3 52	18 45 45	2 9	S.E.	3	C.	
15	6 29	5 31	3 52	18 59 55	3 14	S.E.	3	O.G.	
16	6 29	5 31	3 51	19 13 45	4 39	S.E.	2.7	CRTL.	
17	6 29	5 31	3 49	19 27 15	5 37	S.W.	3	C.	
18	6 30	5 30	3 48	19 40 26	6 28	S.W.	2.4	B.C.	
19	6 30	5 30	3 45	19 53 17	7 10	S.E.	3	B.C.	
20	6 30	5 30	3 42	20 5 48	7 52	S.E.	3	B.C.	
21	6 30	5 30	3 38	20 17 58	8 21	S.E.	3.5	B.C.	
22	6 31	5 29	3 34	20 29 47	8 56	S.E.	4	B.C.	
23	6 31	5 29	3 29	20 41 16	10 4	S.E.	2.4	B.C.	
24	6 32	5 28	3 23	20 52 23	10 48	S.E.	5	B.C.	
25	6 32	5 28	3 17	21 3 8	11 37	S.E.	3	B.C.	
26	6 32	5 28	3 11	21 13 32	0 12	E.N.E.	3	B.C.	
27	6 33	5 27	3 4	21 23 34	0 52	E.	2.4	B.C.	
28	6 33	5 27	2 57	21 33 14	1 51	S.E.	5.2	C.	
29	6 33	5 27	2 49	21 42 31	2 51	S.E.	5.3	B.C.	
30	6 34	5 26	2 41	21 51 25	4 15	S.E.	3	B.	
31	6 34	5 26	2 33	21 59 57	5 24	S.E.	5	B.C.	

cetacean—a unique specimen. Now the remains of cetaceans in the Suffolk crag have been discovered in such enormous quantities that many thousands a year are made by selling them as manure.

The circumference of a circle is 3.17 times or 3.1416 of its diameter, and, conversely, the diameter is 7.22 or .3181 of its circumference.

MEAN TEMPERATURE (1867).

8 a.m. 69°70.

Noon 76°00.

3 p.m. 73°30.

6 p.m. 68°53.

MEAN DIURNAL TEMPERATURE.

71°88.

Date.	Day.	OCCURRENCES, &c.
I 1	M	Colony of Western Australia founded, 1829.
2	T	First female convicts arrived in Sydney, 1790.
N 3	W	Colony of Queensland proclaimed in London, 1859.
4	Th	Battle of Magenta, 1859.
5	F	First newspaper published in S. Australia, 1837.
6	S	(7) Tahiti discovered, 1761. [estab., 1856.
7	S	<i>Trinity Sunday.</i> Sydney Chamber of Commerce
8	M	Pitcairn Islanders landed on Norfolk Island, 1856.
9	T	Sheep first boiled down in Australia, 1843.
10	W	Crystal Palace at Sydenham (England) opened, 1854
11	Th	<i>St. Barnabas.</i> (12) <i>Jackmel Packet</i> arr. via Carpen-
A 12	F	Fitzroy, first Gov.-Gen. of Aus., 1851. [aria, 1865.
13	S	Ice one inch thick at Melbourne, 1853.
14	S	<i>First Sunday after Trinity.</i> Battle of Marengo,
I 15	M	Bowen Jetty finished, 1867. [1800.
16	T	War declared between England and America, 1812.
N 17	W	
18	Th	Battle of Waterloo, 1815.
19	F	<i>Alabama</i> sunk by <i>Kearsage</i> , 1864.
20	S	Accession of Queen Victoria, 1837.
21	S	<i>Second Sunday after Trinity.</i>
22	M	
23	T	Tasmania settled, 1803.
24	W	<i>St. John Baptist.</i>
25	Th	Repeal of Corn Laws in Great Britain, 1846.
A 26	F	
27	S	(28) Coronation of Queen Victoria, 1838.
28	S	<i>Third Sunday after Trinity.</i>
I 29	M	<i>St. Peter.</i> <i>St. Mary's Cathedral</i> (Sydney) burnt,
30	T	Greenwich Hospital founded, 1696. [1865.

YARD MEASURE.

The length of a pendulum vibrating seconds or performing 86,400 oscillations in the interval between the sun's leaving the meridian of a place and returning to it again is always the same at a *fixed* place and under the same circumstances; and if this length be divided into 391,392 equal parts, a yard is *defined* to be equivalent to 360,000 of those parts; also, conversely, since a yard equals thirty-six inches, it follows that the length of the second's pendulum, expressed in inches, is 39,392.

PHASES OF THE MOON.

		D. H. M.		D. H. M.
Full Moon	.. ..	5 4 48 p.m.	New Moon	 21 0 38 a.m.
Last Quarter	.. ..	13 8 7 p.m.	First Quarter	 27 3 44 p.m.

Date.	Apparent Time.		Equation Time sub. from added to Apparent Time.	Sun's Declination.		Morning High Water	Weather during 1866.		
	Sun						Wind.	Force from	State.
	Rises.	Sets.							
	H. M.	H. M.	M. S.	° ' "	H. M.				
1	6 34	5 26	2 24	22 8 6N	6 29	S.E.	5	B.C.	
2	6 34	5 26	2 15	22 15 51	7 19	S.E.	5	B.C.	
3	6 35	5 25	2 5	22 23 4	8 2	S.E.	4	B.C.	
4	6 35	5 25	1 55	22 30 12	8 40	S.E.	5	B.C.	
5	6 35	5 25	1 45	22 36 48	9 21	S.E.	5	B.C.	
6	6 35	5 25	1 34	22 42 59	9 57	S.E.	5	C.	
7	6 36	5 24	1 23	22 48 47	10 27	S.E.	5.3	B.C.	
8	6 36	5 24	1 12	22 54 10	10 59	S.E.	4	B.C.	
9	6 36	5 24	1 1	22 59 10	11 33	S.E.	3	B.C.	
10	6 36	5 24	0 49	23 3 45	0 12	S.S.E.	5	C.P.	
11	6 36	5 24	0 37	23 7 56	0 35	S.E.	6	C.R.	
12	6 36	5 24	0 25	23 11 42	1 13	S.E.	3	B.C.	
13	6 36	5 24	0 12	23 15 4	2 10	V'ble.	1.4	B.C.	
14	6 36	5 24	0 0	23 18 2	3 16	S.E.	4	C.	
15	6 36	5 24	0 13	23 20 35	4 41	V'ble.	3	B.C.P.	
16	6 36	5 24	0 26	23 22 43	5 40	S.E.	3	B.C.	
17	6 36	5 24	0 39	23 24 26	6 31	E.	1.3	B.C.	
18	6 36	5 24	0 52	23 25 45	7 22	V'ble.	2	B.C.	
19	6 36	5 24	1 5	23 26 39	8 12	N.E.	3	B.C.	
20	6 36	5 24	1 18	23 27 8	8 53	E.N.E.	3.1	B.C.	
21	6 36	5 24	1 31	23 27 13	9 48	E.N.E.	2	B.C.	
22	6 36	5 24	1 44	23 26 52	10 37	V'ble.	3	C.P.	
23	6 36	5 24	1 57	23 26 7	11 25	S.	1.3	B.C.	
24	6 36	5 24	2 10	23 24 57	0 10	V'ble.	1.3	B.C.	
25	6 36	5 24	2 23	23 23 22	0 36	Calm.	0	B.C.	
26	6 36	5 24	2 35	23 21 23	1 23	S.W.	2.4	B.	
27	6 36	5 24	2 48	23 18 59	2 12	N.E.	2	B.	
28	6 36	5 24	3 0	23 16 10	3 27	S.E.	2	B.C.	
29	6 36	5 24	3 12	23 12 57	4 33	S.E.	4	B.C.	
30	6 36	5 24	3 24	23 9 20	5 37	S.E.	3	O.G.	

Where the river Shirhawto, between Bombay and Cape Comorin, falls into the Gulf of Arabia it is about one-fourth of a mile in width and, in the rainy season, some thirty feet in depth. This immense body of water rushes down a rocky slope 300 feet, at an angle of 45°, at the bottom of which it makes a perpendicular plunge of 850 feet into a black and dismal sea, with a noise like the loudest thunder. The whole descent is there-fore 1150 feet, or several times that of Niagara; but the volume of water in the former is somewhat larger than in the latter.

MEAN TEMPERATURE (1867).

8 a.m. 69°19.

Noon 73°10.

3 p.m. 71°16.

6 p.m. 69°26.

MEAN DIURNAL TEMPERATURE.

70°68.

Date.	Day.	OCCURRENCES, &c.
N 1	W	Victoria separated from New South Wales, 1851.
2	Th	P. O. Order system intro. into Queensland, 1862.
3	F	Melbourne University and Pub. Lib. founded, 1854.
4	S	American Independence, 1776.
5	S	<i>Fourth Sunday after Trinity.</i> [1828.
6	M	Crown Lands first leased in Van Diemen's Land,
7	T	<i>Fanny Nicholson</i> , bq., arr. in P. Denison with 200
8	W	(7) Gold dis. in Victoria, 1851. [Kanakas, 1867.
9	Th	Christopher Columbus born, 1442.
A 10	F	London Bridge burnt, 1212.
11	S	Wreck of <i>Cawarra</i> at Newcastle, N. S. W., 1866.
12	S	<i>Fifth Sunday after Trinity.</i>
I 13	M	Allies evacuated the Crimea, 1856.
14	T	Destruction of the Bastille, 1789.
N 15	W	St. Swithen's Day. Napoleon surrendered, 1815.
16	Th	Massacre at Cawnpore, 1857.
17	F	First Court of Petty Sessions at Melbourne, 1838.
18	S	S.W. coast of New Holland discovered, 1622.
19	S	<i>Sixth Sunday after Trinity.</i>
20	M	Election in Bowen (majority for Fitzgerald), 1867.
21	T	Battle of Bull's Run, 1861.
22	W	(24) First Insurance Company established, 1700.
23	Th	(24) Gibraltar taken by Sir G. Rooke, 1704.
A 24	F	Sessions of N. D. Court at Bowen, 1867.
25	S	<i>St. James.</i> Small pox first appeared in Syd., 1825.
26	S	<i>Seventh Sunday after Trinity.</i>
I 27	M	First ploughing match in Bowen, 1866.
28	T	Robespierre guillotined, 1794.
N 29	W	Spanish Armada defeated, 1588.
30	Th	Speke discovered the source of the Nile, 1859.
31	F	First public ex. at Primary School, Bowen, 1867.

In a lecture recently delivered at the Royal Institution, Dr. Lankester insisted upon the necessity for filtering all water used in drinking or cooking, from whatever source; and proved to his audience by chemical analysis that unfiltered water, however clear and bright, may contain the most deleterious if not the most deadly constituents. The lecturer the

PHASES OF THE MOON.

	D. H. M.		D. H. M.
Full Moon	5 6 32 a.m.	New Moon	20 7 49 a.m.
Last Quarter	13 10 33 a.m.	First Quarter	26 11 45 p.m.

Date.	Apparent Time.		Equation Time, to be added to Apparent Time.	Sun's Declination.			Morning High Water	Weather during 1866.		
	Sun							Wind.	Force from	State.
	Rises.	Sets.								
	H. M.	H. M.	M. S.	°	'	"	H. M.			
1	6 36	5 24	3 35	23	5	18N	6 51	S.E.	6	C.P.
2	6 36	5 24	3 46	23	0	52	7 41	S.E.	6	B.C.
3	6 36	5 24	3 58	22	56	2	8 21	S.E.	6.4	B.C.
4	6 36	5 24	4 8	22	50	48	9 7	S.E.	4	B.C.
5	6 35	5 25	4 19	22	45	10	9 34	S.E.	4	B.C.
6	6 35	5 25	4 29	22	39	8	10 3	S.E.	5.3	B.C.
7	6 35	5 25	4 38	22	32	43	10 36	V'ble.	1.5	B.C.
8	6 35	5 25	4 48	22	25	54	11 5	S.E.	5	B.C.
9	6 34	5 26	4 56	22	18	42	11 37	S.E.	4	B.C.
10	6 34	5 26	5 5	22	11	7	0 14	S.W.	5	R
11	6 34	5 26	5 13	22	3	10	0 31	V'ble.	1.2	C.G.R.
12	6 34	5 26	5 20	21	54	49	1 15	S.W.	2.5	B.C.
13	6 33	5 27	5 28	21	46	6	2 19	S.W.	3	B.C.
14	6 33	5 27	5 34	21	37	0	3 34	N.E.	2	B.
15	6 33	5 27	5 41	21	27	32	4 52	Calm.	0	B.C.
16	6 33	5 27	5 46	21	17	43	6 1	S.E.	2.5	B.C.
17	6 32	5 28	5 52	21	7	31	7 1	S.E.	3	B.C.
18	6 32	5 28	5 56	20	56	59	7 56	S.E.	4	O.G.D.
19	6 32	5 28	6 1	20	46	4	8 27	S.S.W.	4	C.G.R.
20	6 31	5 29	6 4	20	34	49	9 35	S.S.E.	1.4	C.D.
21	6 31	5 29	6 7	20	23	14	10 22	S.E.	4	B.C.
22	6 31	5 29	6 10	20	11	17	11 8	S.E.	4	B.C.
23	6 30	5 30	6 12	19	59	1	11 51	V'ble.	1.3	B.C.
24	6 30	5 30	6 13	19	46	24	0 7	N.E.	2.3	B.C.
25	6 30	5 30	6 14	19	33	28	0 53	S.E.	3	B.C.
26	6 29	5 31	6 14	19	20	12	1 44	S.E.	2.4	B.C.
27	6 29	5 31	6 13	19	6	37	2 41	S.S.W.	4	O.C.
28	6 29	5 31	6 12	18	52	44	3 46	E.S.E.	3	B.C.
29	6 29	5 31	6 11	18	38	31	5 15	East	3	B.C.
30	6 28	5 32	6 8	18	24	0	6 23	V'ble.	3	B.C.
31	6 28	5 32	6 5	18	9	12	7 17	East	2	B.

impressively substantiated the fact by the analysis of water from a notoriously favourite pump. The water was quite cool, fresh, and tasteless to the palate, owing to a peculiar combination of nitric acid, but upon chemical tests being applied it yielded a large amount of deleterious

MEAN TEMPERATURE (1867).

8 a.m. 69° 34.

Noon 74° 00.

3 p.m. 72° 77.

6 p.m. 69° 64.

MEAN DIURNAL TEMPERATURE.

71° 56.

Date.	Day.	OCCURRENCES, &C.
1	S	First gold escort started from Bowen for Cape dig.,
2	S	<i>Eighth Sunday after Trinity.</i> [1867.]
3	M	(1) First telegram from Lon. to New York by new
4	T	First book printed in Europe, 1457. [cable, 1867.]
5	W	Governor Hunter arrived at Sydney, 1795.
6	Th	Duke of Edinburgh born, 1844.
A 7	F	(8) Dryden born, 1631.
8	S	Colonial tobacco first advertised for sale, 1822.
9	S	<i>Ninth Sunday after Trinity.</i> [1867.]
I 10	M	(9) Ketch <i>Percy</i> sailed for S. S. Islands for Kanak
11	T	Legislative Council of N. S. Wales proclaimed, 1824
N 12	W	Leichhardt left Sydney for Port Essington, 1845
13	Th	Battle of Blenheim, 1704.
14	F	Queensland Acclimatisation Society founded, 1882
15	S	South Australia founded, 1846.
16	S	<i>Tenth Sunday after Trinity.</i>
17	M	Frederick the Great died, 1786.
18	T	Brisbane Waterworks commenced, 1846.
19	W	
20	Th	Transportation to New South Wales ceased, 1841
A 21	F	(20) Burke's expedition started, 1860.
22	S	Union of Scotland and England, 1706.
23	S	<i>Eleventh Sunday after Trinity.</i>
I 24	M	<i>St. Bartholomew.</i>
25	T	Herschel died, 1822.
N 26	W	Albert, Prince Consort, born, 1819. [1867.]
27	Th	Arrival at Bowen of first gold escort from the Cape,
28	F	(27) Navigation of the Murray opened by Cadell,
29	S	(30) Torres Straits discovered, 1606. [1853.]
30	S	<i>Twelfth Sunday after Trinity.</i>
31	M	Dalby and Bowen proclaimed Municipalities, 1863.

The frequent accidents of ladies' dresses taking fire teach a lesson which must not be neglected; for nothing can be more simple than to render the fabrics of which dresses are made blaze-proof. The most delicate white cambric handkerchief, or fleecy gauze, or the finest lace may, by simply soaking it in a weak solution of chloride of zinc, be so protected that held in the flame of a candle, it may be reduced to tinder without blazing.

Timbs' Things Not Generally Known.

PHASES OF THE MOON.

		D. H. M.		D. H. M.
Full Moon	.. ..	3 9 45 p.m.	New Moon	 18 3 4 p.m.
Last Quarter	.. ..	11 10 21 p.m.	First Quarter	 25 10 39 a.m.

Date.	Apparent Time.		Equation Time to be added sub. from Apparent Time.	Sun's Declination.	Morning High Water	Weather during 1866.		
	Sun					Wind.	Force from	State.
	Rises.	Sets.						
	H. M.	H. M.	M. S.	° ' "	H. M.			
1	6 27	5 33	6 2	17 54 5N	7 58	E.N.E.	3	B.C.
2	6 27	5 33	5 57	17 38 41	8 43	V'ble.	4	B.C.
3	6 26	5 34	5 53	17 23 0	9 13	S.E.	4	CTLU.
4	6 26	5 34	5 47	17 7 1	9 40	S.E.	4	BCTL.
5	6 26	5 34	5 41	16 50 46	10 3	S.W.	2	B.C.
6	6 25	5 35	5 35	16 34 15	10 46	V'ble.	2	B.
7	6 25	5 35	5 28	16 17 28	11 13	V'ble.	2	B.C.
8	6 24	5 36	5 20	16 0 25	11 46	E.N.E.	3	B.
9	6 24	5 36	5 11	15 43 6	0 1	V'ble.	2	B.
10	6 23	5 37	5 3	15 25 33	0 44	N.	2	B.
11	6 22	5 38	4 53	15 7 44	1 45	V'ble.	2.4	B.
12	6 22	5 38	4 43	14 49 41	3 3	N.	2.5	B.
13	6 21	5 39	4 33	14 31 23	4 30	S.W.	5.3	B.
14	6 21	5 39	4 22	14 12 52	5 45	E.S.E.	4	B.
15	6 21	5 39	4 10	13 54 6	6 47	S.E.	5	B.C.
16	6 20	5 40	3 58	13 35 8	7 40	S.E.	5	B.C.
17	6 20	5 40	3 46	13 15 56	8 15	S.E.	5	B.C.
18	6 19	5 41	3 33	12 56 32	8 55	S.E.	5	B.C.
19	6 19	5 41	3 19	12 36 56	10 0	S.E.	5.7	B.C.Q.
20	6 18	5 42	3 5	12 17 8	10 47	S.E.	7.5	B.C.
21	6 18	5 42	2 51	11 57 7	11 29	S.E.	6	C.P.
22	6 17	5 43	2 36	11 36 56	0 8	S.E.	6	B.C.P.
23	6 16	5 44	2 20	11 16 34	0 22	S.E.	6	B.C.
24	6 16	5 44	2 4	10 56 1	1 10	S.E.	6	B.C.
25	6 16	5 44	1 48	10 35 17	2 6	S.E.	8	CPUTL
26	6 15	5 45	1 31	10 14 24	3 24	S.E.	6.8	CPUQ.
27	6 15	5 45	1 14	9 53 21	4 56	S.E.	6	C.P.
28	6 14	5 46	0 57	9 32 8	6 24	S.E.	5	C.
29	6 13	5 47	0 39	9 10 46	6 54	E.S.E.	6	C.
30	6 13	5 47	0 21	8 49 16	7 47	E.	4	B.C.
31	6 13	5 47	0 2	8 27 37	8 21	E.	3	B.C.

August 17th.—Total eclipse of the sun, visible in Australia.

Writing with rice water, to be rendered visible by the application of iodine, was practised successfully in the correspondence with Jellalabad in our last war in Afghanistan. The first letter of this kind was concealed in a quill. On opening it, a small paper was unfolded, on which appeared only the word "line." The magic liquid was applied, and therewith appeared an important despatch from Sir Robert Sale.—*Timbs' Things Not Generally Known.*

MEAN TEMPERATURE (1867).

S a.m. 77°63.

Noon 78°66.

3 p.m. 79°13.

6 p.m. 72°90.

MEAN DIURNAL TEMPERATURE.

77°08.

Date.	Day.	OCCURRENCES, &C.
1	T	(2) Moreton Bay settled, 1824.
2	W	Bowen Jetty handed over to the Municipality, 1867.
3	Th	Gold discovered in California, 1847.
A 4	F	Malta taken by the British, 1800.
5	S	First American Congress sat, 1773.
6	S	<i>Thirteenth Sunday after Trinity.</i>
I 7	M	Governor Hunter arrived at Sydney, 1795.
8	T	Port Curtis gold rush, 1858.
N 9	W	Sir Charles Darling arrived at Melbourne, 1863.
10	Th	Sebastopol taken, 1855.
11	F	America discovered by Columbus, 1492.
12	S	(13) Quebec taken by the British, 1759.
13	S	<i>Fourteenth Sunday after Trinity.</i>
14	M	Duke of Wellington died, 1852.
15	T	King found at Cooper's Creek by Howitt, 1861.
16	W	(13) Charles James Fox died, 1806.
17	Th	(18) Dr. Johnson born, 1709.
A 18	F	Shock of earthquake felt in Melbourne, 1855.
19	S	(20) Battle of Alma, 1854.
20	S	<i>Fifteenth Sunday after Trinity.</i>
I 21	M	Sir Walter Scott died, 1832.
22	T	Kennedy left Sydney on his last expedition, 1848.
N 23	W	Charles I. dethroned, 1640.
24	Th	
25	F	Relief of Lucknow, 1857.
26	S	First Railway in New South Wales opened, 1855.
27	S	<i>Sixteenth Sunday after Trinity.</i>
28	M	(27) First sod Great Northern Railway turned, 1865.
29	T	<i>Michaelmas Day.</i> [1866.
30	W	(27) First importation of Kanakas into Port Denison

Plumbago, erroneously termed "blacklead," is chiefly composed of carbon, with some admixture of other substances—not unfrequently iron. Its importance for the arts and for crucibles is well known. After the Borrowdale mines in Cumberland were somewhat exhausted, it became important, for that variety of plumbago employed in art, to obtain

PHASES OF THE MOON.

		D. H. M.			D. H. M.
Full Moon	.. ..	2 1 50 p.m.	New Moon	.. ..	16 11 12 p.m.
Last Quarter	.. ..	10 7 57 a.m.	First Quarter	.. ..	24 1 15 a.m.

Date.	Apparent Time.		Equation Time to be sub. from Apparent Time.	Sun's Declination.		Morning High Water	Weather during 1866.		
	Sun						Wind.	Force from	State.
	Rises.	Sets.							
	H. M.	H. M.	M. S.	° ' "	H. M.				
1	6 12	5 48	0 17	8 55 1N	8 56	E.N.E.	3	B.C.	
2	6 12	5 48	0 36	7 43 56	9 20	V'ble.	3.5	B.C.	
3	6 11	5 49	0 55	7 21 54	9 55	E.S.E.	3.5	B.C.	
4	6 10	5 50	1 15	6 59 44	10 18	S.E.	5	B.C.	
5	6 10	5 50	1 35	6 37 28	10 55	S.E.	5	B.C.	
6	6 9	5 51	1 55	6 15 5	11 33	E.	3	B.C.	
7	6 9	5 51	2 15	5 52 36	0 8	N.E.	4	B.C.	
8	6 8	5 52	2 35	5 30 1	0 37	Calm.	0	B.C.	
9	6 8	5 52	2 56	5 7 20	1 29	V'ble.	1.3	B.C.	
10	6 7	5 53	3 17	4 44 34	2 54	N.E.	3	B.C.	
11	6 7	5 53	3 37	4 21 43	4 22	E.N.E.	3	B.C.	
12	6 6	5 54	3 58	3 58 47	5 38	N.N.E.	2	B.C.	
13	6 5	5 55	4 19	3 35 47	6 39	N.	2	B.C.	
14	6 4	5 56	4 40	3 12 43	7 29	N.E.	2	B.C.	
15	6 4	5 56	5 1	2 49 35	8 20	V'ble.	1.3	B.C.	
16	6 4	5 56	5 22	2 26 24	8 51	Calm.	0	B.C.	
17	6 3	5 57	5 43	2 3 10	9 53	N.	3	B.	
18	6 2	5 58	6 5	1 39 54	10 33	N.	3	B.C.	
19	6 1	5 59	6 26	1 16 35	11 16	E.	4	B.C.	
20	6 1	5 59	6 47	0 53 14	11 50	E.	4	B.C.	
21	6 1	5 59	7 8	0 29 52	0 17	N.N.E.	2	B.C.	
22	6 0	6 0	7 28	0 6 29N	0 49	N.W.	3	B.C.	
23	6 0	6 0	7 49	0 16 54S	1 46	N.E.	2	B.C.	
24	5 59	6 1	8 9	0 40 19	2 46	N.	2	B.C.	
25	5 59	6 1	8 30	1 3 44	4 14	N.	1.3	B.C.	
26	5 58	6 2	8 51	1 27 8	5 24	E.S.E.	3	B.C.	
27	5 57	6 3	9 11	1 50 32	6 30	N.	2	B.C.	
28	5 57	6 3	9 31	2 13 55	7 17	N.E.	3.6	B.C.	
29	5 57	6 3	9 50	2 37 17	7 57	N.E.	2	B.C.	
30	5 56	6 4	10 10	3 0 37	8 35	N.E.	3	B.C.	

substitute; but nothing succeeded so well as the compressing process patented by Mr. Brockedon, by which much of the Borrowdale plumbago dust has been utilised with advantage. It, or any other good plumbago dust, is ground into fine powder, placed in packets, and subjected to a pressure of 5000 tons.

MEAN TEMPERATURE (1866).		MEAN DIURNAL TEMPERATURE.
8 a.m. 80.72.		82.77.
Noon 85.22.		
3 p.m. 83.90.		
6 p.m. 79.71.		

Date.	Day.	OCCURRENCES, &C.
	1 Th	Gunpowder explosion at Erith, on the Thames, 1865
A 2	F	Bank of N. S. Wales opened at Bowen, 1864.
3	S	(4) Benevolent Asylum opened in Sydney, 1821.
4	S	<i>Seventeenth Sunday after Trinity.</i>
I 5	M	<i>Hero</i> arrived from Batavia on her last trip, 1866.
6	T	(7) First sale of Port Denison land held in Brisbane,
N 7	W	Session of N. D. Court at Bowen, 1866. [1861.
8	Th	The Kennedy proclaimed an electoral district, 1864.
9	F	(8) Rockhampton made Port of Entry, 1858.
10	S	(11) Cleveland Bay proclaimed Port of Entry, 1865.
11	S	<i>Eighteenth Sunday after Trinity.</i>
12	M	(11) Kennedy Masonic Lodge opened, 1865.
13	T	(14) First Legislative Council held in N.S.W., 1851.
14	W	<i>Peak Downs Telegram</i> established, 1864.
15	Th	Napoleon I. arrived at St. Helena, 1815.
A 16	F	Port Denison discovered by Capt. H. D. Sinclair,
17	S	First Victorian Exhibition, 1854. [1859.
18	S	<i>Nineteenth Sunday after Trinity. St. Luke.</i>
I 19	M	First drays brought over Cunningham Gap, 1840.
20	T	Electric telegraph completed to Bowen, 1866.
N 21	W	Victoria River discovered, 1839.
22	Th	Battle of Trafalgar, 1805.
23	F	Queensland Parliament prorogued, 1866.
24	S	<i>Royal Charter</i> wrecked in Moelfra Bay, 1859.
25	S	<i>Twentieth Sunday after Trinity.</i>
26	M	Leichhardt started on his last expedition, 1847.
27	T	Sir Walter Raleigh beheaded, 1618.
28	W	<i>St. Simon and St. Jude.</i>
29	Th	Opening of the first Queensland Exhibition, 1861.
A 30	F	Kosciusko defeated, 1794.
31	S	Foundation of Sydney Infirmary laid, 1811.

WHITEWASH.

Take a clean water-tight barrel or other suitable cask and put into it half a bushel of lime. Slake it by pouring water over it, boiling hot, and in sufficient quantity to cover five inches deep, and stir briskly till thoroughly slaked. When the slaking has been effected dissolve it in water and add two pounds of sulphate of soda and one pound of common

PHASES OF THE MOON.

	D.	H.	M.		D.	H.	M.
Full Moon	2	5	51 a.m.	New Moon	16	8	54 a.m.
Last Quarter	9	4	6 p.m.	First Quarter	23	7	35 p.m.
Full Moon.. .. .					31st,	8	58 a.m.

Date.	Apparent Time.		Equation Time to be sub. from Apparent Time.	Sun's Declination.	Morning High Water	Weather during 1866.		
	Sun					Wind.	Force from	State.
	Rises.	Sets.						
	H. M.	H. M.	M. S.	° ' "	H. M.			
1	5 55	6 5	10 29	3 23 55 S	9 3	N.E.	3	C.R.
2	5 54	6 6	10 48	3 47 11	9 39	E.N.E.	3	B.C.
3	5 54	6 6	11 6	4 10 24	10 5	E.N.E.	4	B.C.
4	5 53	6 7	11 25	4 33 35	10 42	N.N.E.	4	B.C.
5	5 53	6 7	11 42	4 56 42	11 19	Calm.	0	B.C.
6	5 53	6 7	12 0	5 19 45	11 59	V'ble.	2.4	B.C.
7	5 52	6 8	12 17	5 42 45	0 28	V'ble.	1.3	B.C.
8	5 51	6 9	12 34	6 5 40	1 18	N.	3.6	B.C.
9	5 51	6 9	12 50	6 28 30	2 35	N.N.E.	3	B.C.
10	5 50	6 10	13 5	6 15 16	4 3	N.N.W.	3	B.C.
11	5 50	6 10	13 20	7 13 56	5 16	V'ble.	2.4	O.C.
12	5 49	6 11	13 35	7 36 30	6 30	E.	2.4	B.C.
13	5 48	6 12	13 49	7 58 58	7 19	S.E.	4.6	B.C.
14	5 48	6 12	14 3	8 21 19	8 4	S.E.	6	B.C.
15	5 47	6 13	14 16	8 43 34	8 32	S.E.	6	B.C.
16	5 47	6 13	14 28	9 5 41	9 41	E.S.E.	6	B.C.
17	5 46	6 14	14 40	9 27 40	10 20	E.S.E.	5	B.C.
18	5 46	6 14	14 51	9 49 31	10 54	E.S.E.	5	B.C.
19	5 45	6 15	15 2	10 11 13	11 31	E.	3.6	B.C.
20	5 45	6 15	15 12	10 32 47	0 12	E.	3	B.C.
21	5 44	6 16	15 21	10 54 11	0 31	E.N.E.	3	B.C.
22	5 44	6 16	15 30	11 15 25	1 19	N.E.	3	B.C.
23	5 43	6 17	15 38	11 36 29	2 15	N.N.E.	4	B.C.
24	5 42	6 18	15 46	11 57 22	3 31	N.	4	B.C.
25	5 42	6 18	15 52	12 18 4	4 56	V'ble.	2	C.T.L.R.
26	5 42	6 18	15 58	12 38 35	5 53	N.N.E.	4	B.C.
27	5 41	6 19	16 3	12 58 54	6 35	E.S.E.	5	B.C.
28	5 41	6 19	16 8	13 19 0	7 29	E.	5	B.C.
29	5 40	6 20	16 12	13 38 54	8 6	S.E.	5	B.C.
30	5 40	6 20	16 15	13 58 35	8 37	E.S.E.	4.6	B.C.
31	5 39	6 21	16 17	14 18 3	9 16	N.E.	4	B.C.

salt These will cause the wash to harden and prevent its cracking. Three pounds of yellow ochre will produce a cream colour; four pounds of umber and American turpentine, one pound of Indian red, and one pound of lampblack will give a fawn colour; and four pounds of raw umber and two pounds of lampblack a common stone colour.—*Albany Country Gentleman.*

MEAN TEMPERATURE (1866).

8 a.m. 85°37.

Noon 85°43.

3 p.m. 85°43.

6 p.m. 82°06.

MEAN DIURNAL TEMPERATURE.

84°57.

Date.	Day.	OCCURRENCES, &c.
	1 S	<i>Twenty-first Sunday after Trinity. All Saints' Day.</i>
I 2	M	Fast on account of drought in N. S. W., 1838.
	3 T	Long Parliament assembled, 1640.
N 4	W	(3) Mitchell returned from Darling, 1836.
	5 Th	Gunpowder plot, 1605.
	6 F	(5) Battle of Inkermann, 1854.
	7 S	(8) First Gazette published in England, 1665.
	8 S	<i>Twenty-second Sunday after Trinity.</i>
	9 M	(8) Circuit Court at Rockhampton proclaimed, 1862.
	10 T	(9) Prince of Wales born, 1841.
	11 W	(9) Telegraphic com. bet. Qld. and the South, 1861.
	12 Th	First Legislative Council of Victoria met, 1851.
A 13	F	Colony of North Australia proclaimed, 1846.
	14 S	Port Denison Lighthouse lit for the first time, 1866.
	15 S	<i>Twenty-third Sunday after Trinity.</i>
I 16	M	(15) Cook took possession of New Zealand, 1769.
	17 T	(16) First Legis. Council of New Zealand met, 1848.
N 18	W	(17) Sydney Grammar School founded, 1825.
	19 Th	Last convicts arrived in Sydney, 1840.
	20 F	(21) Princess Royal born, 1840.
	21 S	Last pile of Port Denison Jetty driven, 1866.
	22 S	<i>Last Sunday after Trinity.</i>
	23 M	Victorian new Constitution proclaimed, 1855.
	24 T	Tasmania discovered by Tasman, 1642.
	25 W	(24) Stone Island granted for Acclimatisation pur-
	26 Th	(27) Pacific Ocean discovered, 1519. [poses, 1866.
A 27	F	Counties of New South Wales proclaimed, 1855.
	28 S	Great flood at Melbourne, 1849.
	29 S	<i>Advent Sunday.</i> Earthquake at Launceston, 1823.
I 30	M	<i>St. Andrew's Day.</i> Napoleon III. married, 1853.

Those frightful famines by which Europe used to be ravaged several times in every century have ceased. In the eleventh, twelfth, and thirteenth centuries the average in England was one famine in every fourteen years. So successfully have we grappled with famines that there is not the slightest fear of their ever returning with anything like their

PHASES OF THE MOON.

		D. H. M.		D. H. M.
Last Quarter	7 11 39	p.m.	First Quarter	22 4 39 p.m.
New Moon	14 8 48	p.m.	Full Moon	30 10 53 a.m.

Date.	Apparent Time.		Equation Time to be sub. from Apparent Time.	Sun's Declination.	Morning High Water	Weather during 1866.		
	Sun					Wind.	Force from	State.
	Rises.	Sets.						
	H. M.	H. M.	M. S.	° ' "	H. M.			
1	5 39	6 21	16 18	14 37 17 S	9 50	N.E.	4	B.C.
2	5 38	6 22	16 19	14 56 16	10 26	N.N.E.	3	B.C.
3	5 38	6 22	16 19	15 15 1	11 6	E.N.E.	4	B.C.
4	5 37	6 23	16 18	15 33 31	11 50	E.	3·6	B.C.
5	5 37	6 23	16 16	15 51 46	0 20	E.S.E.	3·6	B.C.
6	5 36	6 24	16 13	16 9 45	1 16	E.	4·6	B.C.
7	5 35	6 25	16 10	16 27 28	2 27	E.	5	B.C.
8	5 34	6 26	16 5	16 44 54	3 52	E.N.E.	4	B.C.
9	5 34	6 26	16 0	17 2 3	5 12	N.N.E.	4	B.
10	5 34	6 26	15 54	17 18 55	6 9	N.N.E.	4	B.C.
11	5 34	6 26	15 47	17 35 2	7 2	V'ble.	3	B.C.
12	5 33	6 27	15 39	17 51 45	7 46	N.W.	1·3	B.C.
13	5 33	6 27	15 30	18 7 42	8 26	N.N.W.	5	B.C.
14	5 32	6 28	15 20	18 23 21	8 58	E.N.E.	3	B.C.
15	5 32	6 28	15 10	18 38 40	9 59	E.N.E.	4	B.C.
16	5 31	6 29	14 58	18 53 39	10 35	E.S.E.	5	B.C.
17	5 31	6 29	14 46	19 8 18	11 10	E.N.E.	3	B.C.
18	5 31	6 29	14 33	19 22 36	11 53	E.N.E.	3	B.C.
19	5 31	6 29	14 20	19 36 33	0 23	E.N.E.	3·5	B.C.
20	5 30	6 30	14 5	19 50 9	0 40	E.	5	B.C.
21	5 30	6 30	13 50	20 3 23	1 28	E.	4·9	C. Q. R.
22	5 30	6 30	13 33	20 16 15	2 28	E.N.E.	4	C.
23	5 29	6 31	13 17	20 28 44	3 34	N.E.	4	C.
24	5 29	6 31	12 59	20 40 51	4 58	E.	3	B.C.
25	5 28	6 32	12 41	20 52 34	5 56	S.E.	4	C.
26	5 28	6 32	12 21	21 3 54	6 41	E.S.E.	4·6	B.C.
27	5 28	6 32	12 2	21 14 50	7 26	N.E.	4	B.C.
28	5 27	6 33	11 41	21 25 22	8 4	N.E.	3	B.C.
29	5 27	6 33	11 20	21 35 30	8 48	N.E.	3	B.C.
30	5 26	6 24	10 58	21 45 13	9 30	N.E.	3	B.C.

former severity. Indeed our resources are now so great that we could, at worst, only suffer from a slight and temporary scarcity; since, in the present state of knowledge, the evil could be met at the outset by remedies which chemical science could easily suggest. Sir John Herschel and Cavier consider famine in the present state of chemistry "next to impossible."

MEAN TEMPERATURE (1866).

8 a.m. 85°29.

Noon 89°23.

3 p.m. 86°87.

6 p.m. 84°13.

MEAN DIURNAL TEMPERATURE.

86°63.

Date.	Day.	OCCURRENCES, &c.
	T	<i>Montmorency</i> arrived in Port Denison, 1865.
N 2	W	Brisbane River explored by Oxley, 1823.
3	Th	(2) Severe hail storm at Warwick, 1865.
4	F	Re-establishment of French Empire, 1852.
5	S	Telegraph opened from Melbourne to Geelong, 1854.
6	S	<i>Second Sunday in Advent.</i>
7	M	First sale of Moreton Bay land in Sydney, 1842.
8	T	Bendigo gold-field discovered, 1851.
9	W	(10) Tasmania separated from N. S. Wales, 1825.
10	Th	SEPARATION DAY. Sir G. Bowen arr. in Bris., 1859.
A 11	F	Llamas introduced into Moreton Bay, 1858.
12	S	Cromwell made Protector, 1653.
13	S	<i>Third Sunday in Advent.</i>
I 14	M	Albert, Prince Consort, died, 1861.
15	T	Rockhampton proclaimed a Municipality, 1866.
N 16	W	Hinchinbrook Channel explored by Inkster, 1864.
17	Th	Great fatal flood at Melbourne, 1863.
18	F	Copper ore discovered in Western Australia, 1846.
19	S	(20) First act of Secession by South. States of Am.,
20	S	<i>Fourth Sunday in Advent.</i> [1860.
21	M	<i>St. Thomas.</i> First attempt at steam navigation,
22	T	(25) Sir Isaac Newton born, 1642. [1736.
23	W	James II. abdicated, 1588.
24	Th	Thackeray died, 1863.
A 25	F	<i>Christmas Day.</i>
26	S	<i>St. Stephen.</i>
27	S	<i>Sunday after Christmas. St. John the Evangelist.</i>
I 28	M	<i>Innocents' Day.</i>
29	T	South Australia proclaimed a colony, 1836.
N 30	W	Sydney Exchange opened, 1857.
31	Th	Sir Charles Hotham died, 1855.

It has been proved that the rapidity at the bottom of a stream is everywhere less than in any other part of it, and is greatest on the surface; also, that in the middle of the stream the particles at the top move more swiftly than those at the sides. This slowness of the lowest and side currents is produced by fiction; and when the rapidity is sufficiently

PHASES OF THE MOON.

D. H. M.			D. H. M.		
Last Quarter	7	7 27 a.m.	First Quarter	22	2 21 p.m.
New Moon	14	11 26 a.m.	Full Moon	29	11 41 p.m.

Date.	Apparent Time.		Equation Time sub. from added to Apparent Time.	Sun's Declination.			Morning High Water	Weather during 1866.		
	Sun							Wind.	Force from	State.
	Rises.	Sets.								
	H. M.	H. M.	M. S.	°	'	"	H. M.			
1	5 26	6 34	10 35	21	54	31 S	10 11	N.E.	3	B.C.
2	5 26	6 34	10 21	22	3	23	10 56	N.E.	3	C.T.L.
3	5 26	6 34	9 48	22	11	50	11 40	N.E.	3	B.C.
4	5 26	6 34	9 24	22	19	52	0 12	N.	3	C.T.L.
5	5 25	6 35	8 59	22	27	27	0 56	V'ble.	2-4	CRTL.
6	5 25	6 35	8 33	22	34	36	1 52	E.S.E.	4	B.C.P.
7	5 25	6 35	8 7	22	41	9	3 0	V'ble.	4	C.R.
8	5 24	6 36	7 41	22	47	34	4 32	S.E.	5	C.R.
9	5 24	6 36	7 14	22	53	23	5 32	V'ble.	4	O.Č.
10	5 24	6 36	6 46	22	58	45	6 30	N.W.	3	CRTL.
11	5 24	6 36	6 18	23	3	40	7 14	N.W.	3	B.C.T.L.
12	5 24	6 36	5 50	23	8	7	8 2	V'ble.	1	B.C.T.L.
13	5 24	6 36	5 22	23	12	6	8 50	N.E.	3	B.C.
14	5 24	6 36	4 53	23	15	38	9 31	S.E.	5	B.C.
15	5 24	6 36	4 23	23	18	42	10 7	S.E.	4-7	B.C.
16	5 24	6 36	3 54	23	21	18	10 40	S.E.	5-7	B.C.
17	5 24	6 36	3 24	23	23	26	11 19	E.S.E.	5	B.C.
18	5 24	6 36	2 55	23	25	6	11 50	E.N.E.	3	B.C.
19	5 24	6 36	2 25	23	26	17	0 1	E.S.E.	3-5	B.C.
20	5 24	6 36	1 55	23	27	0	0 41	E.S.E.	5	B.C.
21	5 24	6 36	1 25	23	27	15	1 19	E.	3	B.C.
22	5 24	6 36	0 55	23	27	2	2 22	E.S.E.	4	C.
23	5 24	6 36	0 25	23	26	20	3 24	S.E.	5	C.P.
24	5 24	6 36	0 5	23	25	10	4 28	S.E.	5	C.R.
25	5 24	6 36	0 35	23	23	31	5 46	S.E.	5	B.C.
26	5 24	6 36	1 4	23	21	25	6 36	S.E.	7-4	B.C.
27	5 24	6 36	1 34	23	18	50	7 29	S.E.	7	B.C.
28	5 24	6 36	2 3	23	15	47	8 15	S.E.	5-7	B.C.
29	5 24	6 36	2 32	23	12	16	9 2	S.E.	5-7	B.C.
30	5 24	6 36	3 1	23	8	17	9 50	S.E.	5-8	B.C.
31	5 24	6 36	3 30	23	3	50	10 36	S.E.	6	B.C.

great the soil composing the sides and bottom give way. If the water flow at the rate of three inches per second, it will tear up fine clay; six inches per second, fine sand; twelve inches per second, fine gravel; and three feet per second, stones the size of an egg.—*Sir Charles Lyell.*

SUMMARY OF EVENTS.

IN our last publication we brought the history of Port Denison down to the middle of October, 1866. Since that time Bowen, in common with the rest of Queensland, and indeed of Australia, has passed through a period of severe commercial depression, from which we are even now but slowly recovering. As far as regards Queensland, this was mainly brought about by reckless extravagance and overtrading both on the part of the Government and of individuals, and was considerably aggravated by a commercial panic which took place in London towards the close of 1866. Indeed it is the fashion with many to attribute our disasters mainly to that, and to allow only a secondary influence to our own extravagance, but we cannot help thinking that it is better to be honest than to salve our consciences by laying the blame that really belongs to us on the shoulders of others. But, whatever the causes, the results have been painful enough, and such as to come forcibly home to every one of us.

The Government, to avoid bankruptcy, have been compelled to impose upon us taxes which are almost too heavy to bear, and which have greatly checked the progress of trade, and thus, to a considerable extent, aggravated the already existing distress. Perhaps, in this point of view, however painful it may be at present, this pressure is calculated to produce beneficial results in checking the tendency towards overtrading which has operated so largely in bringing about this state of things. In November the Stamp Duties Act came into force, imposing a tax which we feel, in even the smallest transaction of life, parodying the Albot's curse on the Jack Daw of Rheims and coming near to reducing us to the condition of that unhappy bird. In that month too the customs duties were largely increased, and a vexatious *ad valorem* duty, which materially raises the price of every necessary of life to the consumer, imposed in addition. Our mercantile friends have felt the pressure severely, some have succumbed, and those that have not, have had great difficulty in stemming the tide.

The working population have, of course, suffered greatly. There has been a scarcity of work because there has been a scarcity of money wherewith to pay for the work when done.

Matters have gone so far that it has been necessary to apply to the Government to assist in the maintenance of some of our destitute, which is a very sad thing to witness in a young country. The community itself has not been behind in doing its best in assisting its indigent members, and at one time the Council of the Corporation went so far as to make the municipality roads into a kind of charity works where those who get no other work might at least earn, or pretend to earn, enough to keep body and soul together. This though in our opinion a course objectionable for many reasons, and one that was not long followed, was no doubt undertaken with the best possible intentions. The pressure of the times, however, even in this regard, has not been perhaps altogether barren of good fruit. It has weeded out a good many of the more useless loafers from amongst us, and set some of the energetic on to prospecting for gold, in which they have not been altogether unsuccessful. In December of last year a party of men sent down one of their number to announce the discovery of a gold field near Mount Wyatt and to offer to disclose the whereabouts of the precious metal for a consideration. A public meeting was held at which specimens of the gold were exhibited, and a bond was drawn up and signed by which the subscribers bound themselves to pay over to the prospectors the sum of £1200 on condition that the prospectors on their part should cause 5000 oz. of gold dug on the field, which they were to point out, to pass the Port Denison Custom House on or before the 31st December, 1867. The field was pointed out and a good many men proceeded thither to try their luck. The field, however, proved what is forcibly if not elegantly called a *duffer*, though it is possible that even yet the lead may be found and the gold field prove payable. In the meantime it is abandoned. A little earlier than the Mount Wyatt affair a party of four started prospecting at the head of the Don. They found the colour, but nothing payable. Indications both of gold and copper were also found on Emmerson's run near the coast. But, about June last, rumours began to come in respecting a gold field at the Cape River. This tract of country had long been pointed out by the Rev. W. B. Clarke and other eminent geologists as likely to be highly auriferous, and the rumours very soon attracted attention. They were strengthened by a scientific report from Mr. Daintree, a geologist of considerable eminence, and in October last a population of some 700 or 800 souls has found its way to them, all of whom are satisfied with the results of their labours and the *prospects* before them. There was for sometime an amicable rivalry between Bowen and Towusville as to which was the proper

port to the diggings, and indeed the question does not seem fairly settled yet, but we suppose the matter will adjust itself according to its own merits as most matters of trade or traffic do.

So much for the gold. If the Cape River diggings turn out as well, as we are not without reason for expecting they will, our epitome of the events of the year 1867-8 will admit of brighter colouring than does this of 1866-7. At the end of September news arrived of a payable rush 50 miles nearer Bowen. There have been various prospects of copper, lead, coal, plumbago, silver, and other metals and minerals brought in during the year, and there is little doubt that, when we have the necessary capital to pursue our investigations, the mineral resources of this part of Australia will be found to be very great. In agriculture Mr. D. Bell has set a good example to his neighbours in the cultivation of cotton, and we hope that the returns he will get from it will be such as to induce others to follow in his footsteps, as we have little doubt that in a few years' time cotton will be the great staple of export from Port Denison, surpassing even wool both in bulk and value. The Sugar Company's estate is progressing, though not quite so fast as the more sanguine of the shareholders seemed to expect. A report of the progress of this undertaking has been kindly handed to us by the manager, Mr. F. Kelsey, and will be found elsewhere. Cultivation generally is proceeding slowly but steadily. Garden produce, which during 1866 was seldom procurable at all, and when to be had, at exorbitant rates, and so bad as scarcely to be fit to eat, has throughout 1867 been supplied of excellent quality and at moderate rates. Our fruit gardens too are by degrees coming into bearing, so that we may reasonably hope that we shall not again witness the anomaly of Bowen paying freight for the importation of pines, bananas, water melons, pumpkins, and cabbages from Sydney. Next year we may hope to grow a considerable portion of the corn required for our own consumption and thus get rid of another anomaly. English potatoes we suppose it will always be necessary to import in the summer months, as we fear this climate may prove to hot for them at that season of the year; but in the winter at any rate they do admirably here; and as the potato is, we believe, a native of Virginia, we see no reason why, if the English and Tasmanian sorts are not adapted for this climate, an acclimatised variety exactly suited to this locality might not by careful cultivation be raised from seed. All these little indications shew that, notwithstanding the very hard pressure of the times, we have not been standing still, but

struggling onward under our heavy burden, so that at the end of 1867 we are certainly farther advanced than we were at the beginning of that year. As to public works, since October last several important undertakings have been brought to a conclusion. The electric telegraph was opened, the lighthouse lit, and the last pile of the jetty driven, all before the close of 1866. The jetty has since been handed over to the corporation, and is now the property of the municipality. The improvements in the town have been progressing quite as fast as could be expected under the circumstances, the great requirement in that respect at present being a good road out of town, at least as far as the municipal boundary. The state of the road at present is anything but creditable to us, and a serious hindrance to traffic. On the whole, therefore, though the year 1867 has been a year of severe trial, we have yet reason to be thankful that we have not gone backwards, but on the contrary have made substantial progress, and that we commence 1868 under decidedly brighter auspices than those under which we entered upon 1867. The experimental mail service has done its work satisfactorily, the last boat having passed through Port Denison in February last, but we hope soon to see the route permanently established. Steam communication with Rockhampton was interrupted during some months of the severest pressure, but has been again resumed—an indication of the return of better times.

An intercolonial conference, at which delegates from all the Australasian colonies were present, was held at Melbourne at the close of 1866, to decide upon the best means of improving the present ocean mail communication. The result was that the conference recommended the maintenance of three distinct routes, viz.:—1. Via King George's Sound (the present route of the P. & O. steamers); 2. Via Batavia and Singapore; 3. Via Panama, at an expense of £400,000 per annum, of which the Imperial Government should be asked to grant one-half, the remainder of the expense to be contributed by the several colonies in certain fixed proportions. This measure was brought under notice of the Imperial Parliament last session, but too late for any action to be then taken upon it, but it is hoped that a decisive answer will be given during the session of this year. Should this measure take effect, and the Batavian route be finally established, it will be of considerable advantage to Bowen, especially if Port Denison is made the point of departure for the Torres Straits Route, which will, we think, be the most economical and efficient mode of working it, as the coasting steamers which already

receive subsidies for carrying the mail hence southward are fully competent to complete the work of carrying the ocean mails to Brisbane, or even Sydney, by which the heavy expense of running the Singapore boats southward from this port along a route parallel with that of the coasting steamers, will be avoided.

We have not, as yet, any satisfactory direct steam communication with the mother, or rather step-mother's city, the only miserable substitute that we have as yet had for it being the calling of the Sydney boat at the anchorage in Moreton Bay to meet a lighter from Brisbane. We are yet without Court-house, Gaol, or Water supply, and have no very definite idea when we shall get them, or any of them—probably not before we have the expenditure of our own money entrusted to us.

If the gold-fields turn out so as to tide us over the next year or two, we may reasonably hope that by that time our other industries will be firmly set on foot, so that with staple exports of agricultural produce established we may, by the time that the main wealth of the gold-fields is exhausted, be comparatively independent of them. Townsville has felt the severity of the struggles of the past twelve months equally with ourselves and is likely to derive at least an equal benefit from the Cape River gold fields. Cardwell is almost deserted, and we are afraid that the era for prosperity, which is undoubtedly in store for it, has not yet arrived. As to the Gulf of Carpentaria, Burke Town was in the early part of 1866 visited by a severe fever, which carried off a large proportion of the few inhabitants. At one time it bid fair to be deserted altogether for a place at either the mouth of the Norman or the Bynoe River; but to judge from the land sale held in August last, when 75 lots were sold for somewhere about £1000, people have recovered their confidence in Burke Town, and persuaded themselves that the epidemic of the summer of 1866-7 was merely a temporary visitation such as is frequently experienced on the settling of a new country, especially in tropical latitudes, but which does not necessarily repeat itself. The present summer will enable us to form some opinion on this matter. Mean time Sweer's Island, which has been proclaimed a port of entry, has remained healthy throughout. During last winter the South Australian Government survey steamer Eagle, Captain Cadell, visited Sweer's Island once or twice whilst exploring the Northern Coast-line of South Australia. Captain Cadell made some discoveries of geographical interest. East Arnheim's Land he found to be an archipelago and not a portion of the

mainland as previously supposed. He also explored for forty miles up a very fine river near the Liverpool River. The country of the Burke district is spoken of in very high terms, especially that on the lower part of the Flinders, which is abundantly supplied with water. The country on the upper part of that river is rather deficient in this respect. There is a great extent of fine country unoccupied. To return south, the Mackay has been doing well during the past year. The settlers have been pushing forward their agricultural enterprises and, we hope, laying the foundation of lasting prosperity for her.

Politically speaking the year 1868 is likely to be one of great importance. The old regime of squatters and obstructionists, of men whose interest it was to believe and persuade others to believe that Australia is adapted for nothing better than a huge sheep-walk, expired, we sincerely hope in 1867, in Queensland, as it has done some years since in the Southern and more advanced colonies. The second Queensland Parliament was dissolved in June and a general election ensued, which resulted in the return of a good many new members. The first act of the new Parliament was to oust the old ministry and adjourn the sitting of the house until the re-election of the new members should take place. They met for the despatch of business on the 17th September.

The 'Kennedy returned as her member Mr. T. H. Fitzgerald, and her watchword is "DECENTRALIZATION," a policy, which Mr. Fitzgerald, having had considerable experience in the working of the New Zealand Constitution, the principle of which is essentially decentralizing, should be well able to assist in carrying out.

The cry of separation which was loudly heard this time last year has subsided for the present, the majority of the inhabitants of the north feeling that if a thoroughly decentralizing policy is carried out—that is to say, if an honest provincial councils bill be passed—the demand for separation will not be nearly so urgent as it previously was. They feel too that then, if the inconvenience of having the capital city of the colony in a remote corner of the territory be still felt to be very grievous, there will—when Brisbane ceases to have the undue power over outlying districts that she has at present—be no difficulty in removing the seat of Government to a more convenient site.

On looking over what we have written, we find that we have as yet spoken but little of our more immediate field of action, Port Denison. In truth, the past year, though not uneventful, has seen little in Bowen to which there is any pleasure in looking back—it has been a year of severe depres-

sion, and the place has been most wofully dull. We have had no races, no regattas, no amusements of any kind. We were about to say that it was all work and no play, and so it has been to those who could get work to do, but many had, for some time, much difficulty in obtaining any employment.

On the 20th October the Electric Telegraph was completed to Bowen, and complimentary messages were exchanged with his Excellency the Governor and their Worships the Mayors of Brisbane and Rockhampton.

On the 14th of November the Lighthouse on North Head was completed, and lighted for the first time; and on the 21st Mr. J. A. G. Macleod, who was the Mayor, had the honor of dropping the monkey for the last time on the head of the last pile of the jetty, which event was celebrated by a few speeches and a few glasses of wine at George's Hotel.

On the 28th December a public meeting was held to consider the propriety of offering a reward to certain men who had come in with a report that they had discovered a payable gold field, the situation of which they were prepared to point out on guarantee of a certain reward; the meeting was adjourned for a week, sitting again on the 2nd January, when it was resolved to guarantee the prospectors (four in number) £1200 if they would point out a payable gold field, of which Port Denison should be the sea port, and from which not less than 5000 ounces should pass through the Custom House, Port Denison within 12 months. This was agreed to on both sides, and a bond duly signed, each signer becoming liable for the amount to which he had set his name. The prospectors on their part pointed out a tract of country in the neighbourhood of the stations of Mount Wyatt and St. Anne's, and a good many of our townsmen went up to try their luck, and remained there on and off for some three months. However, they were unsuccessful, and though they found gold almost wherever they sunk, could not hit upon the lead so as to make wages. It is however fully believed that the lead is there, and will be found so soon as a sufficient number of the right sort of men thoroughly prospect the place. The probability is that the lead lies at some distance from the surface, so that deep sinking will be required in this portion of the country.

On the 21st January Mr. Macdougall and some other gentlemen connected with the squatting interest held a meeting at Wills' Hotel, at which they drew up a series of resolutions and memorials to the Governor to the effect that it was advisable that the blacks should be let in to the stations in the hopes of thereby ameliorating their condition. This gave

great dissatisfaction to, we think, every one in the country except those at the meeting ; and considering the consequences which have hitherto almost invariably followed upon the adoption of a similar policy, we are not surprised at it, and are happy to state that there does not seem to be the least probability of its being carried out. The president of this meeting was the Rev. E. Tanner, who had come to Bowen to see if he could arrange with the members of the Church of England to undertake the care of their souls which had been left uncared-for since the departure of the Rev. Cooper Searle. Mr. Tanner however apparently set upon his services a value greater than Bowen, especially in a time of depression, could afford. The result was that the congregation were obliged to decline making any permanent engagement with him. The rev. gentleman, however, remained for some time, when he went southward and established himself at the Mackay, where either his demands must have been less or the people's pockets fuller than at Bowen.

On the third of February Bowen was visited by a very severe gale, which blew off roofs of houses and did other damage. On the third of March there was a yet heavier gale, which not only blew off the roofs of houses, but blew down many of the houses as well. Nearly all the verandahs in Herbert-street were blown away ; the roof of the Primary School House was torn off. The *Platapus* and Sir John Burgoyne, steamers, which were in the harbour at the time, were obliged to keep steaming up to their anchors during the gale to avoid dragging, and the *Ellesmere*, barque, which by some mismanagement had been made fast to the jetty on the windward side, bumped against it in a manner which injured both it and herself considerably. Had she been a wooden vessel there is very little doubt that she would have gone down. As it was the injuries were repaired, and she was ready for sea in a very short time. On the 25th February the first meeting of the cemetery trustees was held and the officers appointed. On the 26th the steamer Sir John Burgoyne arrived with her owner, Mr. J. Clarke, on board. Mr. Clarke came up to see if it would pay him to run her amongst the Northern ports, say from Gladstone northward. Either the boat did not suit the trade or for some other reason Mr. Clarke abandoned the project ; for after remaining some time amongst us he sailed southward and has not since returned. On the 6th of March the pressure of the times rendered it necessary for the proprietor of the *Port Denison Times* to give notice to the public of his intention to reduce the issue of that paper from twice

a week to once. This step, distasteful as it was to the proprietor, was unwillingly but unavoidably carried into execution, and from the 30th March the paper ceased to issue on Wednesdays. How long it may be before the proprietor will feel himself justified in again increasing the issue we do not know, but are very certain that he will not delay in taking that step as soon as ever the state of affairs will justify him in doing so. On the 6th of March a public meeting was held to take into consideration the best course to be adopted for providing the district with a hospital. After a careful consideration of the matter, and an inquiry into the accounts of the Bowen hospital committee, these latter were found to be so hopelessly on the wrong side of the ledger that it was useless to think of endeavouring to bolster up that institution. It was therefore resolved to start an entirely independent institution on an entirely fresh basis. A provisional committee was formed and their exertions have so far been crowned with success. A new hospital, The Kennedy hospital, has been recognised by the Government and formally gazetted, and the usual endowment voted to it. About the 13th March there was abundance of rain, which was very acceptable, although The Kennedy had not suffered from drought to anything like the extent that the southern portions of Australia had. In March the Rev. J. H. Rogers, Wesleyan minister, arrived amongst us, and though he has been but poorly supported, and at times, we fear, in actual want, he has remained faithful. He has stuck to his post and has *not* gone south. During this month Daniel Emerson, sen., sent some copper ore down to Sydney for assay. The report was not very favourable, the per centage of copper being too small to be payable; but as the sample was merely picked off the surface of the ground, it is probable that there is richer ore underneath. During the gale of the 3rd of March the schooner Eva was lost with all hands. Her master, Macbeath, was well known in The Kennedy and sincerely regretted. On the 27th March H.M.S. Salamander, being in harbour, a cricket match was played between her officers and some of the gentlemen of Bowen, which resulted in a victory to the latter. We cannot say much of the cricket ground, at least the less said the better. On the 28th an art exhibition was held in aid of the funds of the primary school, and was very successful. The exposition was creditable to so young and so small a place. The Bowen auction rooms were kindly lent for the purpose by Messrs. Warry, Marsh, and Co., and amongst other objects of interest was an Armstrong field-gun with all its equipments, exhibited by Captain Nares, and

kindly explained to the spectators by Mr. Langford the gunner of the Salamander. The whole affair was so successful as to hold out decided encouragement for similar attempts in future. Over £50 were realised in aid of the primary school.

On the 2nd April a return cricket match was played with the Salamanders, who were again defeated, this time in one innings. In May the Town Clerk's salary was, in view of the hardness of the times, reduced from £200 to £120, and a resolution passed, giving general dissatisfaction, that the price of day labour on the Corporation works should be reduced from 7s. to 5s. per day. This caused some considerable excitement amongst the labouring classes of the rate payers, and, a vacancy in the Council occurring about this time resulted in the election of Mr. Budgen as the working man's friend, a long way at the head of the poll. Early in June the black-fellows commenced a series of raids on Mr. Yeates' station, Marialta (on the coast), which eventuated in his having to abandon it. One shepherd named Peate lost his life, and some hundreds of sheep were destroyed. The Queensland Parliament having been dissolved on the 31st May, the writs for a general election were immediately issued, and from the middle of June to the middle of July we were plunged into electioneering, though the whole affair went off so quietly that "plunged" is almost too boisterous a word to use. Three candidates came forward, Messrs. E. Burney, J. G. Macdonald, and Thomas Henry Fitzgerald. The first named gentleman retired from the contest, so that the struggle was between the other two. Mr. Fitzgerald, on what the Yankees would call the local Self-Government Ticket, went in with a large majority.

In June Messrs. J. G. Macdonald & Co. set the example of planting trees in the streets by setting some Norfolk Island pines immediately opposite their stores in Herbert-street. At the end of May, by the way, the mouth of the River Herbert, near Cardwell, was explored by Mr. Davidson, and found navigable for a boat at least twenty miles. On the 7th July the barque Fanny Nicholson arrived with 200 Kanaka labourers on board. This cargo formed the commencement of the introduction of that class of labour into Port Denison, indeed we may say into The Kennedy, for though the Percy had previously brought a dozen of them to go beche-le-mering for Macleod and Co., and there were a few at Townsville, in Captain Towns' employ, this may be considered as the first regular shipment, the commencement of the trade. The white labourers are of course very jealous of the movement, but we consider it to be of the utmost importance to this

district that it should be successful, and feel convinced that, if properly conducted, it will be highly beneficial not only to the country generally, but to white labourers of every class (except the lazy), as well as their employers, and to the Islanders themselves. In the same month our Harbour Master received telegram informing him, that after the 31st August his office would be combined with that of Sub-Collector of Customs, and his services be no longer required. However hardly this might press upon Captain Pym, and we consider that he has good right to complain of the treatment he has received at the hands of the Government, there can be little doubt that any energetic man would find plenty of time to discharge the duties of both offices efficiently at present. In July the first authentic news of the Cape River Gold Fields came to hand, in the shape of a report on them by Mr. Daintree. Early in August we received news of further reductions by the Government, by which all the Government Surveyors are to be done away with. Captain Goodall and Mr. Clarendon Stuart, both Government officers of long standing in the district, the latter indeed having laid out the town of Bowen, lost their appointments by this sweeping measure.

On the 22nd July the Inspector of Schools, Mr. J. G. Anderson, held the first public examination in the Primary School. The examination was on the whole satisfactory.

On the 27th August the first escort arrived from the Cape River gold fields, bringing with them about 300 oz. of gold. This Alderman Wills had purchased at £3 16s. per oz., outbidding a rival escort from Cleveland Bay, in order that Bowen might have the honor of shipping the first considerable parcel of gold from the new fields. The gold turned out to be of very inferior standard, not fetching more than £3 7s. an oz. in Sydney, so that Mr. Wills' public spirit entailed a severe loss on him. We have not yet heard that the public have taken any steps towards compensating him.

In the beginning of September the jetty was handed over to the corporation as complete, with the exception of a few sheets of copper that the Government had to fix in their places, and after other trifling jobs, all of which the Government undertook to complete.

On the 16th September the Council incurred the wrath of the rate-payers by some irregularity about the acceptance of a contract for the erection of a goods-shed at the jetty sent in by Mr. G. Smith. This, together with other grievances that had been accumulating, caused two public meetings to be held, one on the 25th September, and one on the 9th October,

at which resolutions were passed calling upon the Aldermen to resign.

On the 12th October this portion of the *Port Denison Times Almanac* for 1868 went to press, so that we are unable to bring our narrative down to any later date in this volume. We hope, that if we are encouraged to publish an almanac for 1869, the continuation of this history will be of a more cheering nature than the portion for the past year has been.

NEW INDUSTRIES.

IN these days when new industries are the rage, we have thought that the following information as to the cultivation of some of those staples that are likely to prove of the greatest importance to our welfare, might be neither uninteresting nor unprofitable to our readers. Cotton, sugar, coffee and tobacco, are all likely to be valuable staples of export, and we are so far feeling our way towards the development of a knowledge of the most profitable method of cultivating these plants to which most of us are comparatively strangers. We are indebted to a correspondent of the *Rockhampton Bulletin*, signing himself M. C., for on the cultivation of tobacco; to R. J. Cornell, a correspondent of the *Brisbane Courier*, for on that of coffee; to Mr. Thomas Scott of Brisbane Water, N. S. W., by his letters contributed to the *Brisbane Courier* of 7th September; and to a contributor of the *Brisbane Courier* for the information as to the growth of sugar cane and the manufacture of its juice; to "Poto," also a correspondent of the *Brisbane Courier* for that about the sugar beet; and to Mr. Walter Hill, of the Botanical Gardens, Brisbane, for his note respecting the *Pandanus Spiralis* as a material for making sugar mats which would otherwise have to be imported. Mr. Hill's note contains also some information on sugar and sugar bags; likewise an extract from the *Albany Cultivator* on the cultivation, &c., of cotton; and some valuable hints respecting orange trees, wine-making, &c., which it is hoped will not be without their value. The *Pandanus Spiralis* or Screw Palm, grows like a weed all round Bowen and there can be no doubt that the soil in the immediate

neighbourhood, from the great quantity of selix contained in it, will be found admirably adapted for the production of fibre.

SUGAR MANUFACTURE.

To the Editor of the Brisbane Courier.

SIR,—As you have already inserted some articles on sugar, perhaps you will find room for the accompanying letter which I received from Mr. Thomas Scott, of Brisbane Water, Sydney, and which he has requested me to forward to one of the Brisbane journals. Having tried his plan and failed, I wrote to him to request him to explain his method more fully, in order that it might be made public should the invention prove to be of any practical utility to a farming community like this.—Yours obediently,

A. G. BOYD.

Primary School, Oxley Creek.

P.S.—Since my first trial I have succeeded in making sugar by Mr. Scott's method. I enclose a sample of his and mine, both made on the same principle, only mine had molasses and his none.

QUESTIONS.

1. How long must the chopped cane be boiled ?
2. Is it right to mix the first and second boilings from the cane ?
3. Having strained the liquor must it be allowed to cool before evaporating the water ?
4. Must the tempering be done to the strained mixture of water and juice ?
5. If so, what quantity of powdered lime or lime-water must be applied to a gallon of the water and juice ?
6. How am I to know when I have sufficiently tempered, or whether I have tempered high or low ?
7. Having tempered, how must I evaporate ; by quick boiling or by slow ?
8. How long must I evaporate ?
9. How shall I know when it is sufficiently evaporated ?
10. What must the syrup look like when evaporated ?
11. Must I keep on skimming during evaporation ?
12. Having evaporated, what must I do to get rid of the impurities which sink to the bottom, are not decomposed, and consequently prevent granulation ?
13. Supposing these impurities got rid of, what must I do with my evaporated juice into for granulation ?

14. Must I allow it to cool before granulation ?

Replies to the questions proposed to the undersigned, viz :—

1. Two hours and a half.

2. No. Boil the first directly it is ready, for it instantly oxydates, and consequently deteriorates more or less according to the delay made.

3. No. See No. 2.

4. Temper immediately after straining.

5. It is not possible to define the quantity of lime requisite to temper a given quantity of syrup or juice, and that is wholly regulated agreeably to the nature or quality of it, which is constantly fluctuating.

6. Take a quart or larger vessel of the liquid to be tempered, and mix it in any quantum of good quicklime (stone is the best); mix it well; it is then like milk. Pour a small portion of it into the sprup; stir it afterwards; then examine it in a clear glass, and if you perceive it curdled in small specks, it is sufficiently tempered—if not, continue to add small quantities until the curdle is perceptible. If too highly tempered, it will curdle in large cloudy masses, turn yellow, the curdle will quickly precipitate, and the upper liquid will be very clear. It is then spoiled, unless fresh juice and syrup be added to it till the yellow disappear and the curdle becomes small and detached. Upon this, and the nice and precise degree of boiling the sugar, the planters' profits mainly depend. Very few are experts; for, in the West Indies, planters enjoying, and rightly so, a high professional character, scarcely ever are capable of performing the duties of the boiling-house; it is an old and expert negro that is selected for this important office. The manager is of a higher order; neither could he devote himself to it. Hence the regretful and lengthy delay, with the loss of many thousands, in failing successfully to develop this great and national source of wealth in your colony.

7. Instruments and chemical tests are useful only to novices, to protect them from fatal errors; they are not efficient. A talented sugar-boiler needs only two unerring guides—his vision and his nasal organs. When I was in Brisbane, among the several public letters, I then, and many years before, warned the early pioneers that tropical men there would need their climatic schooling before they became masters of their profession. Dearly has it cost individuals—nay, even your colony—to educate them. You unhappily have had counterfeits to mar your progress: I knew of one.

8. When your liquor becomes so dense as to drop from a ladle or skimmer, flakey, immediately reduce the heat to less

than one-half—rather, only, to keep the syrup boiling. Place a drop of it where it will cool directly; upon which place your fore-finger, and join your thumb to it, gently separating them; if no thread appear between them by this operation, that is a proof that the liquor is not boiled enough, but when it, by this simple test, shows a short thread, examine it thus twice every minute, for it is now rapid in its approach to sugar. When it draws a thread three inches long before it breaks, instantly take it off the fire, and pour it into a cooler, for then a very few seconds excess of boiling will either injure or destroy it. Upon this process of making sugar, as also in tempering, I would advise all amateurs to practice upon small quantities of juice. The degree of tempering, as also of boiling, is, at all times, regulated by the density of the juice; still I have herein so instructed you as to lead you successfully to effect the desired object agreeably to the character of your canes, and more safely so than instruments, &c., will direct you.

9. See No. 8.

10. See No. 8; and when sufficiently boiled, it will throw up bubbles like, and of the size of, eggs—also, if a ladle be put into it, with the bottom uppermost, and gently risen to the surface, small specks of froth will be seen upon it for little more than one second of time. Before it is in sugar, the syrup will not show these specks, but pass off precisely like oil. This is another good guide, infinitely superior to the thermometer. In the Indies I never knew or heard of such artificial guides being used. A West Indian would contempt them. In the boiling of sugar at Kiama an amateur had them; after seeing me operate upon the cane juice, by my practical directions, he said he would never again be led by thermometers, litmus paper, &c., &c. No one who uses these helps is a sugar boiler.

11. Upon the plan of making sugar, agreeably to the truly invaluable invention referred to in your letter, the *modus operandi* of which I have most successfully worked out from many experiments, there is comparatively no skimmings, the very trifling quantity it has all rises to the surface upon its coming to a boil. See my three letters hereon in the *Empire*.

12. If my instructions be followed there will be no impurities.

13. A wooden tray. Do not let the liquid sugar lay deeper in it than two inches.

14. If properly conducted it will granulate in less than an hour; it might take very considerably longer, particularly so if it be underboiled, or slackly tempered. The cooler must

be water tight. I perfectly well know that the Austrian invention, which I have worked out, does succeed, and will assuredly revolutionise the present barbarous method of making sugar. My rewards for my thirty-eight years of unceasing efforts to benefit the colonies, the discovery I made that this colony will exceed every part of the world as a sugar producing one, and in giving to all the benefit of the *modus operandi* of making sugar by this new method, as also for the hundreds of pounds my late model plantation cost me, appeared to centre only within myself, like the gifts of our Maker to man, he enjoys them, but few there are who return him thanks.

ADDENDUM.

On the following day after making your sugar, upon this splendid invention, if the canes be mature from which it is made, and the operation skilfully performed, it will not contain any molasses, therefore its treatment now consists of the following, viz. :—In a dry and airy room (closing every aperture in the evening and during humid weather) spread the sugar upon smooth boarding; a day or two afterwards move it, dividing the large lumps into fragments, so that they do no lay thicker than about half an inch, the thinner the better, which will expedite the drying process. When nearly dry, which will be in three or four days, either roll them or place a cloth or paper on them and tread upon them; immediately afterwards respread and move the heap. Let the sugar now lay till it is thoroughly dry, which will be in about four or five days, and if it then be lumpy retread it as before. It will then be fit for market, and of so superior a quality that no imported will equal it. I enclose a small sample which I made from immature and inferior canes on the 15th. From these canes I do not think I could have made ration sugar had I passed them through the rollers. This method, besides making so superior a sugar, gives a yield of fully 25 per cent. more sugar than the present destructive, and I may advisedly add, barbarous method.

You must not be too sanguine of ample success in your first essays; indeed it is hardly reasonable to expect that an amateur could at once approach to efficiency in an art which, with the most carefully detailed directions, requires some practice; therefore, as I before said, operate at first upon very small parcels, say only four or eight canes at a time, upon a stove (open fires will never do), boiling your sugar, after concentration, in a frying-pan. The first trial I made upon this new method was with a single cane sliced up with a dinner-knife, then boiled in a frying-pan, and therein converted into sugar

of a beautiful quality, $1\frac{1}{2}$ ounce, and without a trace of molasses in it! In two hours afterwards I had it dry and perfect; but my canes then were very good, marking $11\frac{1}{2}$ degrees Beaumes' saccharometer. I advise your perusal of my two last letters in the *Empire*; they are published this month.

I can plainly perceive that in Queensland the early pioneers (I include tropical planters) greatly need a pamphlet upon the culture of the cane, suitable lands for its fullest development, and the whole art of making sugar. The Logan River, Cabulture, and Maryborough, will greatly excel Cleveland Point for the growth of sugar. I have seen the Cabulture.

But my last letter in the *Empire*, published I think to-day, contains facts as they relate to both colonies, which with the lights thereon, otherwise communicated to the Rev. Mr. Wilson and C. Porter, of Brisbane, will furnish facts I think interesting and useful upon (I may say) your still embryo industry of cultivating the cane and the making of sugar.

THOMAS SCOTT.

Point Clare, Brisbane Water, August 20.
To A. J. Boyd, Esq., Queensland.

SUGAR IN QUEENSLAND.

SUGAR-GROWERS a year or two hence will not have to surmount the many difficulties encountered by the pioneers in that industry. Thanks to the promptness with which correspondents come forward with their experience, the planter who commences even now can go to work with tolerably correct ideas between right and wrong; what description of cane will fit him and what will not. Thus it can be stated almost to a certainty that the ribbon cane answers best for rich scrub soil, and the other descriptions of soil which approach it in character. For poorer soil, as sandy and brown loam of a foot or so in depth, the yellow is the cane to plant. We have heard of instances where the latter variety has yielded cane 9 feet in height full of saccharine matter of from 7 to 9 per cent. in density on soil which was too poor to grow corn. These are facts which disturb very much former notions regarding sugar-growing. The ribbon is a very dense cane, and yields a large per centage of sugar. The present month and October form the best season for planting; a good distance for ribbon cane is 7 feet by 5. Ribbon cane planted at the present time will be fit to cut in November next year. The sugar of rib-

bon cane now being turned out in this colony is of a bright yellow colour. The yellow cane is an earlier variety than the ribbon, and when planted before the end of October will be fit for cutting within twelve months ; 6 feet by 4 is a good distance for yellow cane, and as the plants are apt to rot under heavy wet, it is advisable to put down two cuttings in each hole. The yellow cane does not yield so much sugar, but the color is whiter, and the quality very fine. As stated, it is the preferable variety for poor land. The Otaheitan is a good cane, coming to maturity in about twelve months and yielding a sparkling yellow sugar ; 6 feet by 6 is a good distance for the Otaheitan.

It is now pretty well understood that in ordinary seasons the canes can be cut from June to September ; in dry seasons the cutting time extends to the end of the year. It is further shown that the Queensland canes are not injured by being cut a few days before the crushing. We have now before us a sample of sugar made at Cleveland from canes cut nine days before they were crushed. This feature will greatly facilitate the system coming into use amongst farmers of growing a few acres of cane and sending it to the mill to be made into sugar. The following draft of an agreement entered into between Mr. Hope, of Cleveland, and a number of farmers on the Logan will explain the respective positions of grower and manufacturer :—

Mr. Hope would be prepared to manufacture sugar from canes grown by other parties and supplied to him between the months of May and October or thereabouts, on the following terms and conditions :—

Intending planters to give notice in writing of the quantity of ground to be planted with canes this season, and to guarantee the crop to be handed over to Mr. Hope free from all liabilities, *i.e.*, not burthened by lien or hypothecation in any way, and to be put on board his lighters free of charge, and cut according to directions. Mr. Hope will undertake the expense of carriage, without other risk, to his mill, and manufacture the canes (into sugar), returning to the owner half the sugar and half the molasses resulting therefrom, which is to be removed by the said owner, at his cost, within fourteen days from completion. Packages to be found by the owner of crop for his share of the produce.

N.B.—Mr. Hope will endeavour to supply mats for the sugar and casks for the molasses at cost price if required ; but as the former require to be imported, it is obvious that timely notice must be given to avoid disappointment in these particulars.

Mr. Hope would wish also to impress on intending planters that it is necessary for him to know as early as possible the amount of ground which will be available for crop next season, that he may provide adequate carrying power and complete arrangements generally for the reception of crop and storage room for produce, &c., &c.

(Signed) —

L. HOPE.

Cleveland, August 24.

The following farmers have engaged to plant the quantities attached to their names :—Alexander Beaton, 2 acres ; John S. Beetham, 1 acre ; Christian Benrndts, 2 acres ; Lachlan Chisholm, 1 acre ; John Gillbanks, 2 acres ; J. H. Hinchcliffe and Brothers, 4 acres ; Martin Holtorf, 2 acres ; Niclaus Mewing, 1 acre ; John Nosworthy, 1 acre, John Orr, 2 acres ; Carl Palm, 2 acres ; George Richardson, 2 acres ; Richard Rowe, 1 acre ; Christian von Synden, 2 acres ; William Sommers, 2 acres ; Robert Thompson, 1 acre ; Charles Wilson, 1 acre.

As we stated last week, Mr. Hope is prepared to enter into similar arrangements with growers of cane on the Brisbane River, and further expresses his intention of erecting at Norman's Creek a mill of even greater capacity than that at Cleveland if arrangements can be made with the settlers for growing 500 acres of cane. This looks like business.

From parties who have grown and sent the cane to be crushed we learn that their share of the return (one half of the sugar and molasses) averages £20 per acre, which is very satisfactory for a crop which gives very little, if any, trouble and expense over an ordinary crop of maize. By a system of exchange the mill owners are offering cuttings at the rate of £1 per 1000, taking farmers produce in return. The cuttings are the upper portions of the cane made into lengths of about 12 inches, and usually having four eyes or buds. In planting, holes about 8 inches deep are made, the cutting is laid flat on the bottom, and covered with an inch or two of soil. It shoots, during ordinary growing weather, in 18 to 25 days, and when above ground another inch or two of soil is spread around the young plant ; in a week or two more, as the plant grows, additional soil is put to it until the hole is level with the rest of the field and the plant is well rooted. The after cultivation consists in keeping it clean ; as the canes get thick and the ripening seasons comes on, the bottom leaves, which become hard and dry, are stripped off and laid between the growing canes, and aid greatly in keeping the ground clean, making manure at the same time.

The difficulties encountered by the first sugar boilers have now been overcome, and the samples in the hands of dealers, from Oaklands, Caboolture, Cleveland, and elsewhere, show that the Queensland sugar is in every respect equal to the best which comes to this market. By-and-by there will be a sugar refinery established, and then the business will be complete. At present the manufacturers are wisely confining their efforts to supply the article generally used in the colony, leaving the white sugar to a future day.

In connection with sugar-making it is interesting to know that the inventive faculties of men acquainted with the art are at work to discover a more simple process than that now in use. A correspondent forwards the following account of some interesting experiments which have been made at the works of Messrs. Easton, Amos, and Anderson, at Erith, in the working of a new machine which has lately been patented by Mr. Walter Knaggs, of Jamaica, for the manufacture of sugar. The experience of many years in the plantations in the West Indies has taught Mr. Knaggs that the cost and labor bestowed in the process of converting the juice of the cane into sugar might be considerably decreased; and in order to attain that end he has constructed a machine by which he is enabled to secure rapid evaporation and granulation at a comparatively small expense and at a temperature which may always be kept under immediate control. As compared with the "vacuum pan" now in use, the new process may be regarded as free from difficulty and expense, inasmuch as by the existing system a large quantity of water is required than can generally be obtained, whereas by Mr. Knaggs's plan the water is generated by the materials employed in the manufacture. This latter *desideratum* must be considered as extremely important, as many of the smaller estates in the West Indies have grown unproductive from the fact that they cannot meet the expense which the use of the vacuum pan entails. Mr. Knaggs states that the imperfections and difficulties existing in the present process of manufacturing sugar consist chiefly in the impossibility of effecting a thorough clarification of the cane juice, the lengthy boiling to which it is subsequently exposed, the necessity for the operation of skimming, the large amount of manual labor required, the frequent deficiency of water, and in the risk and expense of drying and storing large quantities of megass, which is a refuse of a highly combustible nature. The inventor of the new machine proposes to remedy these defects by means of an evaporator, which, though worked at a moderate expenditure, will produce many advantages, including those of perfect

clarification by a chemical process previous to evaporation ; will prevent discoloration ; deprive the juice of its chemical impurities, and secure very rapid evaporation out of contact with air ; granulation at a low temperature, with economy of fuel and a great saving of time and labor. The whole of the apparatus may be worked by one man instead of eight or nine, as at present required, and there can be no doubt, from the result of the experiments, that Mr. Knaggs has invented, and Messrs. Easton and Amos have carried into operation, a convenient and economical means of aiding the manufacture of an article which is of sufficient commercial importance in itself to secure such public attention as the machine eminently deserves. It should be stated that the cost of the present apparatus will be only one-fourth the price of the machinery now in use, and that the quality of the sugar produced will be greatly improved, while the quantity will be proportionately increased.

BEET AS A SUGAR YIELDER.

It would take something to shake the faith of Queenslanders in their colony as a sugar yielder. The cane here in the hands of enterprising men like Captain Hope, Messrs. Whish, Trevelyan, and others has, in a few short years, been brought to develop its most valuable qualities, and the beet as a sugar plant has small chance now. But perhaps the following information, gathered from the catalogues of German seedsmen, will still be of interest to some of your readers, although the information is by no means new :—

The Magdeburg, which stands first among the varieties, is of a medium size, and almost destitute of side roots. It is spindle-shaped, with a green crown, and white below. The weight of produce is about nine tons per English acre. The common French varieties yield about one-eighth more weight of beet per acre, but chemical analysis makes the Magdeburg the French, in per centage of sugar to the weight of crop, in the ratio of 7 to 6, leaving a balance in favour of the Magdeburg. The imperial beet, received from Germany, contained 14 per cent. of sugar, whilst the French variety grown in the same soil, contained only $7\frac{1}{2}$ per cent. It is to be remarked that the Magdeburg gave a smaller per centage of sugar in France than in Germany. Amongst the French varieties the White Silesian, with a green crown, is well spoken of. It has a large, well-made, deep root, and keeps well, though in keeping properties the Imperial excels the whole. The Silesian affords 9 per cent. of sugar. The white red-top sugar

beet, after long neglect, had been taken again into favour. A section of the root exhibits concentric circles of white, deep red, or pale pink colour. The root is medium-sized, smooth, and well made. The per centage of sugar is 7. Vilmarin's red-top sugar beet is a coarser kind, but rich in sugar, yielding from 16 to 17 per cent. These varieties are the result of a very careful series of experiments carried on for many years by M. Knauer, upon his farm at Grober's, near Halle, in Prussia. He had obtained by close observation the secret of estimating the saccharine value of individual roots by external appearance; and under the guidance of what, by use, has come to be an infallible judgment has laid the foundation of a highly valuable and true stock. It should be the care of those who enter upon this culture to set apart a small plot for the production of their own seed, provided they are prepared to give the necessary attention to the preservation of the character of the variety or varieties imported. Let it be borne in mind that the sorts richest in sugar are lightest in crop. In view of these facts, perhaps M. Joubert would scarcely venture to predict a crop of 100 tons per acre! There would not be space upon the area for such a crop to mature.

The plan adopted in Germany of testing the saccharine quality of sugar beet is to immerse the roots in salt water and to select only those for seed which sink to the bottom. Those which are rich in sugar are small, well formed, and uniform in size and weight.

On the prairie lands of America attention is being directed to the cultivation of beet for sugar making purposes. We hear of a German company going into the business in Illinois extensively. They planted four hundred acres of land in Livingston county, mostly fresh prairie, from which they have raised a crop of more than four thousand tons of fine beets at a cost, according to their own estimate, of less than four dollars per ton. The juice was found to average 12 per cent. of sugar at $5\frac{1}{4}$ per cent. of refined "B." The capacity of the manufactory is estimated to be equal to fifty tons of beets per day. During the few days the works had been in operation at the date of the report, they turned out eighteen thousand pounds of sugar. The pulp was not watered on the centrifugals in order to save evaporation. The juice was boiled blank and placed in large tanks to crystalize. This course was taken mainly to economise the use of steam. The first product granulated in twenty-four hours, the second in three days, so as to go in centrifugal machines.

Most, if not all the beets mentioned above, are known in this colony. The White Silesian is a favourite amongst the

settlers around Toowoomba. There is not the slightest difficulty in obtaining any of the varieties for experimental purposes. So far as personal knowledge extends, the beet does uncommonly well here.

BOTO.

DR. N. B. CLOUD'S IMPROVED SYSTEM OF COTTON CULTURE.

(From the Albany Cultivator.)

THIS improvement, when it shall have attained its highest state of perfection, contemplates the "system of rotation" in planting, under which the land designed for cotton lies the previous year in a state of fallow, which is found by experience most favorable to the growth and fruitfulness of the plant. I commence the preparatory operations for planting about the 1st of March, [cotton planters here must remember that the present article is written for cultivators in the Southern States of America] by spreading upon the land, broad-cast, two or three hundred bushels of manure per acre—light stock-yard and stable compost. I then run off the land in rows of two or three with a scooter-plough, opening a good furrow some three or four inches deep; this done I take a large-sized shovel-plough and cross the scooter-furrows by rows, running at right angles five feet wide.

I am now prepared to commence manuring on the hill, having first ascertained that I have 2940 hills on each acre, which will require, by giving each hill a half gallon of manure—same kind of compost—184 bushels nearly, which I haul on the land in a cart, first graduated to a certain number of bushels, and with spades likewise prepared for the purpose, I deposit the requisite quantity of manure in each hill.

By this means, which in practice will be found simple and expeditious enough, I give four to five hundred bushels of manure to each acre—an infallible assurance for 5000 lbs. of a superior staple per acre, or over 1000 lbs. of clean cotton. [This quantity is evidently a mistake.]

As the manure is placed in the hill by rows, the wide way, a short distance in advance, a good plough hand follows with a turn-plough which should run into the soil from six to eight inches deep at least, and turn well, with which four furrows are thrown together on each row, thus fixing the half gallon of manure in each hill, entirely within the region of constant moisture.

This gives me a fine large bed and well broke to lie until or about the first of April, when the cotton seed should be

planted. This is done by first opening the bed as shallow as possible with some instrument such as that described by Mr. N. Philips in the March number of the *Cultivator*. (This instrument is a piece of wood two or three feet long, running level on the land, the first end shod with iron for the purpose of opening out furrows for planting seed, and which makes a clean, straight furrow, and impacts the loose earth. This stick of wood is rounded below and fastened to a shovel-plough stock.) This I prefer to any instrument of the kind I have ever seen, since its depth of furrow may be graduated to a positive certainty so as to avoid disturbing the manure in the hills; it should not be opened out deeper than one inch.

The bed thus opened, and the seed previously rolled in leached ashes or sand—which answer very well, though I prefer a compound of two parts of ashes to one of common salt made moist with water—are carefully dropped over the manure. Eight or ten seeds in a place will answer to secure a stand. There will be no difficulty in dropping the seeds over the manure in the hill, when it is recollected and observed that upon the unbroken space of some two feet between each row the scooter-furrow will be found an unerring guide to the manure in the bed at distances of three feet. The seed thus dropped I prefer to have covered with a hoe, lightly and carefully, bearing in mind the golden truth that “a crop well planted is half made.” Immediately after planting, the middles or unbroken ground should be ploughed out.

The crop of cotton thus planted, which should not exceed three to four acres to the hand, may be performed in good time and well done. In a few days—say nine to twelve—the cotton will be up, presenting a most healthy and thrifty appearance.

The next operation to be performed, as early as possible, is to plough out the middles well, the wide way, with a good shovel-plough, having first run around the young plant with a scooter-plough. The hoe hands follow and thin the cotton down to two stalks, giving it a small quantity of soil. This operation well done, the plant is at once placed beyond all danger, since its tap root will now have taken such hold upon the manure below as to enable the plant to outstrip either grass or weeds having yet to spring up.

Under this treatment the time-consuming and worse than useless operations of bar-shearing, scraping, and chopping out are saved, as much to the benefit of the tender plant as to the interest and economy of the planter in dispensing with the hurry and push at this stage of the crop; and at the con-

clusion of this first working I have my cotton growing off and doing well. I have now no further use for a plough in its subsequent culture, but use the sweep—a kind of horse-hoe. I call it a sweep in the absence of a more appropriate name. (The sweep referred to is made by welding two narrow wings over the point of the scooter, or bull-tongue, inclining backwards, with the ends of the wings two feet apart. It is so fixed upon the stock—that of a common shovel-plough—that it will not enter the ground deeper than once inch, if so deep).

The great and singular advantages of the sweep over all instruments of the plough, harrow, or hoe kind that I have ever used are these—that it will kill a greater quantity of grass and weeds in a given time, and do less injury to the surface roots of the plant so essential to its progressive prosperity.

The hoe-hands follow this instrument, thin the cotton to a stand, one stalk in a place, and throw up a small quantity of soil to the standing plant.

The entire subsequent culture is performed with the sweep and hoe, which should simply scrape and pulverise the surface so as to kill any grass and weeds that may appear, and allow a free circulation of atmospheric air to the fibrous roots of the fruiting stalk requiring at this critical period all the air and nourishment that culture, soil, and atmosphere can afford. By the 1st of July my cotton stands from five to nine feet high, and I have it topped by the 10th at the furthest, after which I run the sweep once through it, and the hoe, if necessary, to remove any grass that may have sprung up immediately above the stalk. After this, and by this time frequently in places, the cotton will be so much interlocked, and the ground so shaded as to keep down all other vegetation; yet it may be found necessary again to chop about in places with the hoe, when the cotton may not have locked so early. This should be invariably attended to. This brings us again to the season of harvesting the staple.

Let no planter prejudice and reject this system, upon the score of simplicity, supposing the process too simple to accomplish the object proposed; first act wisely, make the experiment, and try it. Strictly follow this plain and simple process, and if the land does not reward your pains-taking with five or six fold the quantity per acre of a superior staple than has at any previous season been taken from it in its natural state, I will present the experimenter with one bushel of my improved seed with which to perfect the experiment.

It will be observed that manuring constitutes a large item

in this system of improvement, a source of revenue too much underrated by planters, and consequently too much neglected, because the subject requires a little extra attention, which attention is so essential to the well doing of a farm.

[The article then goes on to show how the writer can manufacture sufficient manure for all his land under cultivation, which is simply by combining grazing with agriculture, by driving his stock into yards or pens every night all the year round, where leaves, straw, cotton, and corn-stalks, and all kinds of vegetable refuse are accumulated.]

I will now close this number by a very few remarks upon the character and quality of the soil upon which my experiments have been conducted. It is a high ridge-land, readily recognised, and its quality distinctly understood in our northern country as a deep, porous, sandy superstratum, lying under a tolerable good clay at a distance of two or three feet below the surface. A true picture of nature and naturally poor enough. This land, under the treatment above detailed, grew my cotton, from which I have gathered a greater number of pounds per acre (indeed almost double) than I have ever seen recorded, is, in its natural state, inferior to the average quality of cotton land by at least one-half.

I might refer you, if necessary, to more than one hundred gentlemen, planters from Georgia and Alabama, who have examined my experiments carefully, and several of them at various stages of its growth, and with one general consent pronounced it a fair test and a great improvement.

I have, from several stalks that grew on the three acres in the proper places, taken three and a half to four pounds of cotton, carefully weighed. In the perfection of this improvement, yet in a state of great crudeness, when every stalk upon the acre (2940) shall mature equally well, what may I reasonably calculate to gather?

Nil desperandum—*Possunt quia, posse videntur.*

TOBACCO CULTIVATION.

To the Editor of the Bulletin.

SIR,—I send you a specimen of tobacco, of my own growth and manufacture. I do not submit it as an unexceptionable or even marketable article. However, it is much better than it looks, as any one may satisfy himself who chooses to test it. The leaf has been cured after the most approved fashion.

In the manufacture I have had nothing to guide me but my own conjectures. The manufacture, I need scarcely say,

does not properly fall within the province of the cultivator, yet if tobacco of that quality can be made by one totally unacquainted with the process of manufacture, I think it may be reasonably inferred that a really excellent article might be made from such leaf tobacco as I can produce by one really conversant with the manufacture.

Leaf tobacco is worth I believe somewhere about £75 per ton in the Melbourne market, and an acre is considered capable of yielding fifteen hundredweight. I proposed furnishing you with the most explicit information respecting the sowing and subsequent cultivation of the tobacco plant, as also regarding the process of curing the leaf, for which I shall lay under contribution an admirable little pamphlet entitled "*Tobacco, its Cultivation and Treatment*," published by Law, Somner, and Co., seed merchants, Melbourne. I should like, however, to be informed whether there is any local demand for good leaf tobacco, and should that query be answered in the negative, whether the protectionist tariff of Melbourne would affect leaf tobacco exported to that port, and if so, to what extent? The present and next month being the approved ones for sowing tobacco, the sooner these queries could be answered the better, and I really think, Sir, in consideration of the trouble I shall incur in compiling the information about to be submitted, you ought, even if it put you to some little personal inconvenience, set yourself to answer the queries proposed.

THE KINDS TO SOW.—The tobacco which most readily finds a market is the Virginia, Kentucky also succeeds well and is liked by the manufacturer. Both yield about fifteen hundredweight per acre. Connecticut, Maryland, and Florida are large kinds and heavy croppers, which, if well cured, are readily purchased, although they may not realise as much per pound as Virginia and Kentucky, yet the extra weight may make as good a return per acre. Havannah is a light cropper, and hitherto the price has not been adequate to compensate for that deficiency.

Soils and Situation.—A rich loamy soil on a flat will give the largest yield of tobacco, but red and chocolate loams sometimes met with on rising ground will give the best quality, together with a fair weight. The site should not be unduly exposed to the winds lest the leaves should be split to ribbons, which would materially depreciate the value of the crop.

Sowing and Seed Beds.—There are two modes of sowing—the one in a seed bed from which the plants are removed when large enough; the other sowing the seeds where the plants are to stand. Where the seed-bed and transplanting are adopted,

July and August are the proposed months to sow in, and it may be added that when it is unsafe to sow in August, tobacco is not likely to be a successful crop. The width of the seed-bed should be just sufficient to enable a person to reach to the middle from either side; four feet is, therefore, the extreme width. The length of the bed will depend totally on the quantity of plants required, but every nine feet in length of a four-foot bed should give enough plants for an acre. A warm lying border should be chosen, and the ground should be deeply dug, receiving, besides, a good dressing of well-decayed stable manure. After digging spread over the ground a layer of brushwood, which you will then burn. The burning will help to destroy any surface weed seeds, and the coating of ashes deters grubs and slugs from damaging the young plants. *Along the sides and ends of the beds boards, about six inches wide, should be fixed to form a frame. With a batten for a ridge pole, supported by other short pieces of batten attached to the aforesaid boards, a frame to carry a calico covering is easily and cheaply made. This covering is designed as a protection to the young plants against frosts and heavy rains.* The brushwood being reduced to ashes, let the bed be well and finely raked, and after the seed has been carefully sown on the surface, let the whole be patted over with the back of a spade. For each acre to be planted take three quarters of an acre of seed, which mix thoroughly with a couple of quarts of fine sand, ashes, or fine soil—the first to be preferred. When the bed has received the coat of ashes recommended, if the bed be dry, let it be gently watered with a fine-rosed watering pot, and, should the weather continue dry and warm, water should be given as required. So far I have followed the pamphlet implicitly, merely condensing. I may be permitted to observe, however, that I have myself pursued a much more simple course than that just detailed, and with the best results. On the seed being sown I spread over the bed a thin layer of long grass, and never remove it night or day till the plants show themselves. Should watering be required the grass need not be removed but watered over. At all times whilst the plants are in the seed bed, weeds should be pulled up as soon as visible. Should the plants stand too thickly in the seed-bed, or be thick in spots, they must be thinned to fresh distances as will allow them to come to uniform size. When the plants are five inches high they will be fit to transplant. When nearing this size let water be given less frequently, this will harden them and enable them better to stand transplanting. The other plan—sowing them where the plants are to stand—consists in dropping a pint of the

seed mixed with sand, as above recommended, at proper distances on the ground prepared for the crop. Plants raised thus may be sown a month later than those which are to be transplanted, and the crop usually turns out quite equal to that from transplanted plants.

As it will not do to engross too much space, perhaps to the exclusion of more interesting matter, I shall close my extracts here, but propose detailing in my next the process of *planting out* as also *stopping and suckering*, and further to give particulars relative to *drying sheds, handling, and packing*.

Planting out is the next operation. If showery weather happen when the plants are ready, the work is really nothing more than planting cabbages, and equally certain of success. Should the weather be settled and dry, planting must go on, and watering will have to be resorted to. Moreover, the seed beds should be copiously watered the evening before the plants are to be lifted. They should be carefully lifted, a few at a time, and carried in a small box or basket to screen them from the drying influence of the sun and winds. When planted, let each at once be watered. Some planters dip the roots of the plants in a basket of mud before planting. We prefer retaining as much soil as possible on the roots of the plants. A dibble is used for planting. In the event of hot weather the shelter of a tuft of grass on the north side of each plant, will be useful. If the plants have been well hardened off, they will recover, though the outer leaves may perish. For Virginia and Kentucky three feet apart in each direction will be ample; a less distance, however, will not be safe, for if the leaves are blown against one another they will be damaged. When the plants become nine or ten inches high the hoe should be freely plied between them, but the intervals between the rows may be kept clear of weeds by the horse-hoe. As they advance in growth, the small outer leaves should be removed, and earth drawn up about the stem. Look out for suckers from the base, and pinch them off. Growth will now rapidly advance. Further earthings must be given, but the top should be left flat to catch any rain that may fall. As soon as the blossom buds appear the heart of the plant should be pinched out, leaving only nine or ten large leaves to arrive at perfection.

Stopping and Suckering.—In order that these may arrive at perfection the whole strength of the plant should be directed to their support. To this intent all growth in any other direction must be stopped at the beginning. Should any shoots spring from the top, as before directed, they should be plucked off by the ~~finger~~ and thumb, as also should all

shoots proceeding from the axils of the leaves, as well as suckers from the base of the plant; none should be allowed to grow even a half-inch in length. Plucking is preferred to cutting, because it prevents the plant from bleeding. The effect of the process of stopping is a thickening of the leaf, and consequent improvement in quantity, quality, and value.

Harvesting.—As the leaf approaches ripeness a change in the colour and appearance will be marked. The green becomes darker, and in time yellowish blotches become visible, while on being handled in fine weather it will be found very sticky. The tip of the leaf bends more heavily downward, and its texture is rougher and more elastic than at any previous date. Should rain occur at this stage of growth the gumminess will be washed off, in which event it will be necessary to wait the return of fine weather. Two or three fine days will restore the gum, and render the crop fit for harvesting. There are two modes of harvesting—cutting the whole plant, and gathering single leaves; the former being the American plan, and the latter very generally adopted by Germans. There are also two systems of curing tobacco—green sweating and sun-curing, and in the practise of these there are several variations. When the leaf is intended for pipe tobacco or for chewing, the manufacturer prefers to have it cured by the green sweating process; but for cigars sun cured leaf is preferred. To sweat tobacco well is rather a nice process, for if but slightly overdone the leaf becomes rotten. A slight sweating is all that is required. When the tobacco is ready for cutting the stems should be slit with a sharp knife from about a third of their length to within three inches of the bottom, at which they should be cut off. Each plant as it is cut is laid down gently and in regular order. If the sun or wind be very hot the plants should be turned after lying from five to six hours, otherwise they may remain proportionately longer, twelve hours on each side being sometimes required. Unripe plants should be left a few days longer uncut. Should it rain while the plants are thus exposed they should be stacked in small heaps so that only the outside ones will get wet. Fine weather for a few hours is of importance, and should the rain promise to last it will be better to cart the plants at once to the drying shed and hang them up as hereafter described. But if all has gone on rightly the plants should be removed to the shed as soon as they have been sufficiently wilted. If it be morning they should remain till the dew is off. A layer of clean straw or long grass having been placed upon the ground, the plants should be laid regularly in rows, all the stems of one row in

one direction and those of the next layer in the opposite. The heap should be made rather higher than its width, so that when it settles it may be as nearly as possible square, but the larger the bulk the better and more even will be the sweat. As soon as the heap is finished a layer of straw, two feet thick, should be placed around and over it, and against the straw logs of wood to keep it close and in position. The progress of fermentation will need careful watching in order that it may not proceed too far. Six hours after the tobacco is stacked let the arm be thrust into the heap to ascertain the degree of heat. If the weather be hot and the tobacco very green, six hours may possibly suffice; in other cases twelve, eighteen, or twenty-four hours may be required, but rarely more than the last, for the heat should be only *nicely warm*—not *steaming* hot. The first or half sweating over the straw should be taken away; the tobacco should again be formed into a heap like the preceding one, with this exception: the ends of the plants which formed the outside of the heap must be placed in the centre, and *vice versa*, in order that the whole may be sweated alike. When the process is finished the plants should be hung up without delay. In New South Wales the plants, instead of being sweated as soon as taken from the field, are hung up and partly dried; then taken down and sweated, and subsequently hung up again. This is a safer process for inexperienced hands than the green sweat, and is preferable, for the result is more certain; the sweating being less intense, there is less risk of failure. The process of sun curing consists in hanging the plants closely together upon sticks on a strong frame of beams out of doors. Here they remain some days till the desired colour is obtained, the outer ones being spoilt from too much exposure, but that is a very small matter. The tobacco is then removed to a shed and dried.

Drying Sheds.—These must be roomy structures, but the closer the better. If constructed of pailing the sides should be made as tight as possible; and at each end, as well as at the sides, let there be holes closed with shutters to admit air as required. Across the shed, at a distance of three feet apart, beams must be fixed; and of these beams there may be three or more tiers—as the height of the building may permit—but they should be placed far enough above one another to admit of each tier of tobacco hanging clear of that below it. The plants are then threaded upon sticks (split pailings or very young saplings will answer). Taking the plant by the butt, it should be well shaken out in order that it may dry with greater facility. The plants should not touch one another,

a three-foot stick will therefore hold but seven or eight. When full, the sticks are hung up by resting each end on a beam. The next work is drying, easily accomplished with an early crop, the weather being usually hot and dry (too dry), and all that is necessary is judgment in admitting air. Should the weather be damp, resort must be had to fire heat. The windows must be kept closed, and smouldering fires made on the floors, of charcoal, saw-dust, cow-dung, etc., but they must not be permitted to blaze, or the tobacco becomes what is technically termed *fired*, which spoils it. Unless damp be kept off, the tobacco is liable to get mouldy, and should a spec of mould be visible, remove it at once, and resort to fires. The tobacco will be sufficiently dry when the stalks will break short, and it is then fit to be taken down. In curing tobacco without sweating, extra care and firing are requisite to prevent its becoming mouldy.

Handing.—From ten to a dozen leaves are taken by the stalks in the hand, then another leaf (an imperfect one will do) is twisted neatly round the butt end of the hand, commencing with the top of the leaf, and keeping the stalk between the other stalks. To do this, the tobacco must be moderately moist; a damp morning must, therefore, be chosen for stripping, otherwise the leaves would break, and be damaged. The leaves should have been previously sorted. The three or four bottom leaves on a stalk go in one lot, the next three or four in another lot, and the remaining top ones in a third.

Packing.—When the crop is handed, the sooner it reaches a place of safety the better. If no good storing-room exist, it should at once be packed for market. A woolpack is a convenient package in which the hands should be regularly laid, butt end outwards. The pack should be suspended from a beam, the bottom just touching the floor, and a man inside should pack the tobacco carefully.

I am, &c.,

M.C.

A NEW INDUSTRY.

To the Editor of the Brisbane Courier.

SIR,—Under the head of "New Industry" there is a letter in your issue of the 7th instant signed "J. G.," in which the writer, very appropriately in point of time, draws attention to the desirability of considering whether some one or more of the vegetable products indigenous to the colony may not be advantageously turned to account in the manufacture of mats

for the packing of sugar. As the writer has appealed particularly to me for information on the subject, permit me to state that there are to my knowledge four species of the *pandanus* in this colony, all of which might be profitably and conveniently converted into mats for the package of sugar or any other similar commodity. The best of the four, however, is unquestionably the *pandanus spiralis*, or native bread fruit, several plants of which may be seen at any time flourishing in the Botanic Gardens. This species especially commends itself on account of its great breadth and toughness of leaf, its rapidity and plentifulness of growth, and the perhaps not less important fact that it contents itself with the most sandy and sterile portions of the country, particularly the sandy beaches of the sea shore, where it can be found in its greatest luxuriance and abundance.

Next to this is an exotic known as the *pandanus utilis*, of Mauritius, a plant of which may also be seen growing in the Botanic Gardens. This is the veritable species so extensively used in that country for the manufacture of sugar mats, and as it seems to thrive admirably in this climate, and like the *pandanus spiralis*, grows most vigorously and abundantly on sandy beaches or sterile wastes, I think its introduction and cultivation in the colony would prove a considerable source of profit both to the grower and the sugar manufacturer. Its leaf is quite as large as that of a *pandanus spiralis*, whilst it has the advantage of being much more pliant and easily convertible.

As for using the fibre of the China grass and the *sida retusa* that is altogether out of the question—both these fibres are too valuable to be used for such purposes as sugar mats.

Yours truly,

WALTER HILL.

DOES WINE MAKING PAY IN AUSTRALIA ?

Some weeks ago "Zadriel's" letter appeared asking this question, and the following number contained Mr. Coxen's reply to him ; yet the statistics asked for have not been given, and therefore the following may disabuse the minds of "Zadriel" and many more holding the same erroneous opinions. In the returns of the "Hunter Vineyard Association" the actual yield of wine for the year 1867 has been estimated at 300 gallons per acre. Taking this at the low price of 3s. 6d. per gallon, it amounts to the sum of £53 10s. for one acre's produce. To this must be added the lees, which yield pure brandy on distillation. It becomes gratifying to

learn that Mr. Coxen can extract a gallon of wine from 14lbs. of grapes, which is very nearly the fullest quantity. If "Zadriel's" own figures be taken at this rate, it will be seen that his friend and himself might have made great improvement in their workings, and they would have been none the worse off for the advice of some tooth drawer, deed maker, or the like to prevent such waste. Taking it as made by Mr. Coxen, at a gallon from 14lbs., it is equal to 1071 gallons, and according to the results from the best practical workings, this is very near the average; taking it as follows:—6000 vines at 2½lbs. each is equal to 15,000 lbs. grapes. If that sum be divided by 12, it gives 1250, and this is the quantity of "must" extractable from that amount of grape. As each gallon of "must" loses one-eighth during fermentation, we must divide this sum by 8 and multiply by 7 to obtain the number of gallons:—

$$\begin{array}{r}
 6,000 \times 2\frac{1}{2}\text{lbs.} \\
 = \\
 12) 15,000 \\
 \hline
 8) 1,250 \\
 \hline
 156 \times 7
 \end{array}$$

Making 1092 gallons, which should have been made instead of 90. The decimals are avoided in the above figures. This calculation comes within 21 gallons of Mr. Coxen's result, and probably if his grapes had been a little firmer pressed, the results would have been alike. With such a valuable proof from practice and from the above theoretical figures based upon proper working, intending vigneron need not be afraid of failure in the payable nature of wine making—that is if they make not wilful waste in the manufacture; and as the colony gets older it will be proven that few crops pay so well as grape growing for wine making. The only objection is the period of time required to form a vineyard, as the vines are far the best producers when not allowed to bear until the fourth year.

As for the poverty and misery of the wine growing countries of Southern Europe, it is not brought about by the poorness of the money returns, but ensuing through Government and semi-feudal exactions, together with native indolence. Contrast this with the districts of the Rhinegan and the rich cities of the Rhine.

COONAMBALA.

August 22.

To the Editor of the Brisbane Courier.

SIR,—It has occurred to me that as sugar production in the colony is now no longer a thing talked of, but an actual fact, with every prospect of being a very large interest, a new industry might be created in supplying the packages, in the shape of mats for containing it, which would employ the time of many hundreds of women and children, who are comparatively unemployed, and would at the same time be remunerative to them.

Having to import at present all the packages requisite for packing the sugar, I would suggest that attention should be drawn to the possibility of our having within ourselves the resources of such an annual supply, as is the case in India, Mauritius, and all other sugar producing countries. Judging of the fibrous character of the *Sida Retusa*, and also of the Chinese grass, there must surely be some grass here indigenous to the colony useful for the purpose; or, if not, a description might be imported which could be cultivated here with advantage, thus securing a double benefit of profit to the growers, and remunerative employment to their wives and families.

Perhaps Mr. Hill will be able to clear the way to the practical adoption of such a praiseworthy and useful industry.

September 5.

J. G.

COFFEE CULTIVATION.

COFFEE may now be seen ripe in the Botanical Gardens, at Brisbane. How it has managed to weather the Queensland winter so well I am unable to explain, but there it is, looking better and with a larger crop than is produced at five thousand feet elevation in India, where the cold is never so intense as it has been in Brisbane during the last three months. The quality of the berries is also very fine, fully worth £5 per cwt. in the London market. The value in this market, calculating the acre planted five feet by five, would give 1140 trees, realising £57. Fortunately, or otherwise, the Queensland Government does not disturb private enterprise in agricultural pursuits, as the Dutch Government in Java, or it might discharge its public debt by growing coffee for the European markets, where the demand is daily increasing. It is not more than twenty-five years since it was considered madness to grow coffee at Ceylon; last year that island exported one million cwt., which, valued at eighty shillings per cwt., gives four millions sterling, sufficient to cover the Queensland Government liability. Possibly the cost of production would

be greater in Queensland, owing to the much higher price paid for labour in clearing the land, and the very expensive fencing, which could be avoided so far as coffee is concerned, as no animal, either wild or tame, will touch coffee except the goat. The first crop of coffee will refund the money expended in planting, estimating the cost of bringing a plantation into bearing at £10 an acre. The estate is worth immediately afterwards £30 an acre. This is the lowest possible estimate of the value of a coffee plantation after the first crop. I have seen a hundred acres sold for £7000, so that placing coffee at £30 an acre I run no risk of misleading any one. As before mentioned, I do not advise coffee planting so far south as Brisbane, or in any other locality exposed to cold winds, but I have no doubt of its success at the northern sections of the colony. There is no part of Queensland too hot for coffee cultivation. The warmer the better for maturing the plants earlier, and giving larger crops, climate having more to do with its success than soil, of which I see an abundance of on all sides; in fact coffee grows best amongst rocks. The more rocks the better it succeeds. In India forest land is always selected for coffee. Care is there taken that the situation for a coffee plantation is one that commands the morning sun, and the estate is planted in wet weather, either from stumps or young plants. The latter would have to be resorted to in Queensland, until coffee is more extensively cultivated. The seeds, however, can be readily procured either at Madras or Ceylon, from August to January, at a cost of about five shillings per bushel in the cherry as it now appears on the trees in the Botanical Gardens. When the plants are five or six inches high, which they should be in three or four months, they are ready for transplanting, allowing one stem only, and that not to grow higher than four feet, free from suckers, so as to admit plenty of air to the centre of the tree. The plantation houses are composed of what we term in India wattle and daub, or mud and sticks, with a thatched roof. The floor is cow-dunged every week, which is very sweet, and keeps fleas and other insects away. All this is quite inexpensive and comfortable, much more so than many dwellings I have seen in Queensland. The buildings here are all very well in winter, but void of ventilation during the summer. The store is built of course in proportion to the extent of the estate, and requires an iron roof to attract heat; this with the pulping-house should be situated where there is a good supply of water to pulp and clean the coffee.

The first crop is called the maiden crop, and gives about 10 cwt. per acre. When ripe the fruit is as red as a cherry, and

can be gathered by women and children, who pick from one to two bushels per day, which is pulped at once. The next operation is the preparation, which is very simple. A pulper which separates the bean from the cherry will pulp a bushel a minute. The cost of such a machine is £25; this pulper, together with a crusher, which removes the chaff or parchment is all the machinery required for a small estate. Extensive plantations have a number of pulpers driven by water power. As soon as the coffee is pulped it is placed in cisterns for a day to ferment, afterwards spread out in the sun for five or six days. When thoroughly dried it is ready for shipment. Natives who cultivate on a smaller scale avoid the expense of machinery by drying the coffee as it is picked and pounding it. The coffee, I believe, is equally as good, but appearances go a long way in this world, so plantation coffee always commands the highest prices.

R. J. CORNELL.

FAILING ORANGE TREES are a common occurrence at the present time. So far as success in transplanting goes, there really does not seem to be much difference regarding where the trees were obtained. All go alike with some growers, and the credit of the failure is invariably handed over to the seller of the tree. Other parties plant and scarcely ever make a miss. The latter put trees in the ground only while the weather is calm, and if possible moist. To get such weather they will stow away their plants for days, sheltering them in the meantime from dry, searching winds as best they can. Trenches are dug for receiving the trees, and they are set into the ground with the roots carefully spread out, and as much of the foliage removed as will counterbalance what was lost by the roots when lifted. After the soil is got in amongst the roots—no green manure, but plenty of leaf mould is used—a bucket of water gently poured among them washes the fine soil into the crevices, where it at once commences the duty of nourishing the tree. If the weather is hot or dry transplanted trees require shade; without it they are frequently exhausted before the sap from the roots replaces the rapid leaf evaporation of this climate. Under such treatment trees seldom fail, and outcries against the nurseryman are seldom heard.—*Queenslander.*

CUSTOMS DUTIES AND HARBOUR DUES.

THE following official statement of the Queensland Customs Duties and Harbour Dues was published in the *Government Gazette* of the 6th November, 1866, and may therefore be relied upon as correct at that date:—

The Treasury, Queensland, November 6th, 1866.

The following summary of Import, Export, Harbour, Light, and Warehouse Duties, payable in the Colony of Queensland, is published for general information.

By his Excellency's Command, (for the Colonial Treasurer.)

A MACALISTER.

QUEENSLAND TARIFF.—Rates of Import Duties.

	s.	d.		s.	d.
Brandy per gal.	10	0	Tobacco per lb.	2	6
Gin "	10	0	Snuff "	2	6
Liqueurs, Cordials, or			Cigars "	4	0
Strong Waters	10	0	Opium "	20	0
Whisky "	10	0	Tea "	0	6
Rum "	10	0	Coffee and Chicory ..	0	4
Perfumed Spirits	10	0	Chocolate and manu-		
All other Spirits	10	0	factured Cocoa	0	4
Wine "	6	0	Raw Cocoa "	0	2
Ale, Porter, and Beer			Sugar, refined, per cwt.	6	8
(in wood) "	0	6	Sugar, raw "	5	0
Ale, Porter, and Beer			Molasses "	3	4
(in glass) "	0	6	Dried Fruits per lb.	0	1
Spruce and other Beer ..	0	6	Rice per ton	40	0
Cider and Perry .. per gal.	0	6	Salt "	40	0
Vinegar "	0	6			

All other articles imported to pay an *ad valorem* duty of seven and a half per cent. with the following exceptions, viz.:—

Animals living; fresh fruits, garden seeds, and garden produce; fresh meat; gold and silver coin, gold dust and bullion; military and naval stores; passengers' baggage, cabin and other furniture, or personal effects, which have been in use and are not imported for sale; plants, trees, and shrubs; printed books, periodicals, and newspapers; specimens of natural history; wheat and flour; machinery, *bona fide* imported for manufacturing sugar; export duty on gold, one shilling and sixpence per ounce.

Bonded Warehouse Tax.—An annual tax of £50; and for the capacity of such warehouse to contain more than fifty tons, one pound for every additional ten tons capacity.

Pilotage.—There shall be paid at every port of the colony, at which there is a Pilot establishment, a pilotage rate upon every vessel of fourpence per ton upon her arriving at and departing from such port; such rate shall in no case be less than two pounds ten shillings for the port of Moreton Bay, nor less than one pound ten shillings for any other port.

Light Dues.—Foreign going vessels.—On entering at the Customs at a port, the entrance to which is marked by a coast light, threepence per ton.

Also for other coast lights passed before arriving, one penny per ton for each light.

On clearing such port.—For the light at the entrance, threepence per ton. Also for other coast lights to be passed after leaving, one penny per ton for each light. But in no case paying for more than two such additional lights inwards and two outwards.

On entering at the Customs at a port, the entrance to which is not marked by a coast light, for coast lights passed before arriving, one penny per ton for each light.

On clearing at such port.—For coast lights to be passed after leaving, one penny per ton for each light; but in no case paying for more than two such lights inwards and two outwards.

WILLIAM THORNTON, Collector of Customs.

PORTS AND HARBOURS.

THE FOLLOWING SIGNALS ARE IN USE AT THE
PORTS OF THE COLONY OF QUEENSLAND.

Pilot—Union Jack at the fore.

Pilot Boat—White and red flag, horizontal.

Customs—Union Jack at the peak.

Water Police (Day Signal)—Ensign at the main.

Water Police (Night Signal)—Gun to be fired, and a bright light hoisted at the peak and the mizen.

Steamboat—Rendezvous Flag at the peak or mizen.

Gunpowder on Board—Union Jack at the main.

Health Officer—Blue Flag at the main.

Medical Assistance—No. 5 at the peak.

Mails on Board—White Flag at the fore, to be kept flying until the mails are delivered.

English Mails—Ensign at the fore.

Exemption (Day Signal)—White Flag at the main.

Exemption (Night Signal)—Two bright lights hoisted vertically at a distance of two feet between each lantern in some conspicuous part of the vessel.

Government Immigrants on Board—Ensign at the mizen.

Quarantine—Yellow Flag at the main.

The following is a description of the flags in use in Moreton Bay. They are not in use at Port Denison, but, in the hope that the Government will, before long, supply our harbour-master's department with a set of flags, we describe them here. The numeral flags are on a very good system, inasmuch as the number which the flag indicates is denoted by the number of stripes and stars on the flag, so that no effort of memory is required to read a signal.

The descriptive flags are square, the numerals are triangular. There are also three distinguishing pendants.

The descriptive flags are :—

Ship or Barque—Blue.

Brig—White, red centre.

Schooners—Yellow centre.

Cutters—Yellow centre.

The numeral flags are :—

1—Whole red flag.

2—Blue and Yellow horizontally, yellow uppermost.

3—Blue, Yellow, Red, vertically, blue next the staff.

4—Four Red and White chequers.

5—White flag, five blue stars.

6—Six horizontal stripes, blue and yellow, blue uppermost.

7—Blue flag, seven white crosses.

8—Eight half chequers of blue and white alternately.

9—Nine vertical stripes, red and white, red next the staff.

0—Blue flag, with white ball.

Substitute—Whole white flag.

Numeral Pendant—Red and yellow vertically, yellow next the staff.

Distinguishing Pendants :—

1—White, with red ball.

2—Blue, with white do.

3—Red, with white do.

It is much to be wished that this system could be introduced, for though the one in use at present does great credit to the abilities of the compiler, yet it is hardly so good as the Brisbane Code; and, besides, we think it is very unnecessary to have a separate Code of Signals for each little port. All the ports of the same colony at least should have the same official Code, and we think that the Government should supply the necessary flags. We have to express our indebtedness to Lieutenant Heath, R.N., Postmaster of Queensland, and to the sailing-master of H.M.S. Salamander, for assistance in the compilation of the appended sailing directions, which may be relied upon as correct, being derived from actual survey. The charts to which reference is made, if not already in the colony, are expected to arrive immediately. We add to the sailing directions a few notices to mariners published in the newspapers by the Postmaster of the Colony relative to the portions of the coast of Queensland included in our sailing directions.

SAILING DIRECTIONS.

INNER ROUTE FROM SANDY CAPE TO CAPE GLOUCESTER.

THE Inner Route is the passage between the Great Barrier Reefs and the east coast of Australia, from Sandy Cape to Cape York, a distance of about 1050 miles. There are two entrances into it from the south-eastward, one being the Curtis, and the other the Capricorn Channel.

CURTIS CHANNEL

Is entered between Breaksea Spit and Lady Elliott Isle, where it is 28 miles broad: the centre of the entrance, in which is about 18 fathoms water, being from 8 to 10 miles within the 100-fathoms edge of the bank of soundings. The channel passes between the Bunker and Capricorn Groups and the main land from Bustard Bay to Cape Capricorn, then to the

north-westward, along the coast by Capes Manifold and Townshend, and afterwards between second and third Northumberland Isles, and to the westward of the Percy Isles. The soundings are regular, and there do not appear to be any other dangers than those already described ; but, being more circuitous than the Capricorn Channel, the latter should be selected by vessels proceeding direct to Torres Straits by the Inner Route.

CAPRICORN CHANNEL

Is the broadest, shortest, and most safe entrance into the Inner Route from the southward. It passes between the Capricorn Group and the main land about Port Bowen to the westward, and Swain Reefs to the eastward, and then to the eastward of the Percy Isles ; its average breadth being about 60 miles.

Soundings.—The depth gradually decreases from 80 fathoms in mid-channel between the Capricorn Group and south extreme of Swain Reefs, to 30 fathoms abreast of Port Bowen. The bed of the channel is a continuation of the bank of soundings extending from Breaksea Spit to the Bunker and Capricorn Groups ; the 100-fathoms edge of which, in mid-channel, being nearly in line between the Bunker Group and the south extreme of Swain Reefs. The soundings are regular right across, from Swain Reefs to the Capricorn Group, and to the main land, varying from 60 to 25 fathoms.

The nature of the bottom sometimes differs, but in general it is either a very fine sand or a soft olive-coloured clay and mud, with occasional patches of black, shelly, or coral sand.

Should the depth of water decrease to less than 40 or 35 fathoms in the vicinity of the Capricorn Group, it is necessary to keep a sharp look-out for the islands and reefs. Great caution is also requisite in approaching the south extreme of Swain Reefs, as there are 50 and 60 fathoms water close to them.

Caution.—It may not here be amiss to remark that although the lead should never be neglected in these seas, it must not be too implicitly trusted, as most of the reefs and coral patches (with which the northern part of the Inner Route especially abounds) spring up so abruptly from the bottom that the lead frequently gives no warning of their vicinity before a vessel approaches to near to avoid them. *A keen look-out from the mast-head, cool judgment, and ready action* may, therefore, be urged as a general rule to ensure successful navigation amongst the reefs. To these hints it will only be necessary to add, that a vessel should never be steered in the glare of the sun, except

over such ground as may be safely navigated in the darkest night, as the glare makes it impossible to see the different colours of the water indicating dangers to be avoided.

Tides.—The strength of the flood sets in about W. by N., and the ebb out in the contrary direction, from one and a-half to two knots; but, from the prevalent south-easterly winds, it is to be presumed that a greater degree of north-westerly set will occasionally be experienced.

FROM PERCY ISLES TO CAPE GLOUCESTER.

There are two channels from the Percy Isles to Cape Gloucester—one to the eastward, and the other to the westward of the Northumberland and Cumberland Islands; but the distance by the Eastern and Western Channels being nearly the same, either may be adopted. The Inner channel runs between the islands and the main land, which afford numerous and good guiding marks; whereas the Eastern or outer channel, though wide, passes at a greater distance from the islands on the western side, and is chiefly bounded to the eastward by dangerous and imperfectly known reefs, instead of islands and the main land.

THE EASTERN OR OUTER CHANNEL

Is bounded to the eastward by Bell Cay, the inner limits of the barrier thence to the sand-banks westward of the islets K 4½, and K 4, a dry sand-bank seen by Captain Flinders nearly N. by E. 12 miles from L 2, and the irregular edge of the reefs to the north-eastward of the northernmost Cumberland Island.

It is bounded to the westward by 1st Northumberland Isle, the Percy Isles, K 1, K, K 2, and L 2, and the chain of islets, rocks, and reefs fronting the northern cluster of the Cumberland Islands.

A dangerous shoal, not laid down in the charts, is said to exist three miles E.S.E. of the S.E. extreme of the N.E. Percy Island; but it lies out of the track of vessels *running* through the Outer or Eastern passage.

The greatest breadth of the Eastern Channel is about 30 miles, between Bell Cay and 1st Northumberland Isle, and its least breadth is 5 miles, between the sand-bank to the westward of K 4½ and K Isles. The soundings are regular, varying from 25 to 37 fathoms. The bottom is in some places mud, and in others sand.

THE WESTERN OR INNER CHANNEL,

As far northward as Whitsunday Passage, is bounded on the eastern side by the Percy Isles, Bailey Islet, L 1, m., and

Sir James Smith Group, and on the western side by H. Isles, the Beverly Group, the main land from Fresh-water Point to Point Slade, the shoals off Shoal Point, Cape Hillsborough, and the Repulse Isles.

The least breadth of this channel is about five miles, between the Beverly Group and a line from No. 2 Percy Isle to Bailey Islet ; and its greatest breadth is 23 miles, from Fresh-water Point to the same line. The soundings are generally regular, the least depth being four fathoms, and the greatest nineteen fathoms ; the bottom is in most parts sand and mud.

The only known dangers in this channel are the rocks to the southward and north-westward of Prudhoe Island, and the four fathoms knoll between Shoal Point and L. Island.

Tides.—Between Capes Hillsborough and Conway the ebb stream sets to the N.E., and the flood to the S.W., but they are very irregular in the direction of the stream ; the greatest strength is about one and a-half knots.

WHITSUNDAY PASSAGE.

The northern termination of the Inner channel just described is bounded to the eastward by Shaw Passage, Whitsunday, and Hook Islands, and the islets between Hook Isle and the northernmost of the Cumberland Islands ; and is bounded to the westward by the shoal extending from Cape Conway to Round Head, Molle Isles, and the islets which lie scattered to the eastward of Cape Gloucester.

Spi fire Rock.—A dangerous rock, awash at low water, lying on the eastern side of the channel, at a distance of one mile and a-half from Shaw Island, *Shaw Peak* bearing N. 74° E., *Cape Conway* S. 49° 30' W., magnetic.

Platypus Rock.—Nearly awash at high water ; lies at the S.W. end of Shaw Island, at a distance of about $\frac{3}{4}$ of a mile.

The least breadth of Whitsunday Passage is two miles, between Passage Isle and Pine Head, to the northward of which it increases to four and seven miles. The soundings, on approaching from the southward, increase suddenly at about three miles to the southward of Cape Conway from an eight and nine fathoms flat of fine sand and mud, to twenty and twenty-five fathoms, and even deep water, on a very coarse bottom.

Tides.—It is high water in Whitsunday Passage, full and change, at 11h. The shores on either sides of the passage being bold, may be approached without any other apprehension than may arise from the strength of the streams, which run three knots during spiings, and the velocity is sometimes greater. They do not appear to set so strong on the eastern

side, between Shaw and Passage Isles; and the contrary in the vicinity of Port Molle. The ebb and flood streams are apparently regular, setting six hours each way, the ebb to the northward, and the flood to the southward. At Port Molle the greatest rise of tide observed did not exceed ten feet, although Captain King noticed a rise of eighteen feet at the Repulse Isles, and twenty-four at L. Isle. The rise and fall of the tides between Broad Sound and Port Denison appear to be considerably affected by gales of wind outside the barrier, the water apparently being banked up inside the reefs during strong south-easterly winds.

N.B.—The following directions, applying to Whitsunday Passage, will not, we fear, be very easily comprehensible without the chart to which they refer, as some of the islands have been renamed, and others were not known to exist previously. Passage Island, for instance, has been found to consist of two or three islands. As, however, the charts are expected to arrive early in the current year, we have thought it advisable to publish the directions, notwithstanding their present incomprehensibility.

Beginning at Dent Island, it will be seen by a glimpse at the chart that there is a deep channel between it and Passage Island, which will be of very little use from its being so narrow, viz.: one-seventh of a mile, the tides rushing through at from 3 to 4 knots an hour during the springs, with a force of from 1 to 2 knots at all times, make it dangerous even for a steamer. The soundings being deep indicate great strength of the tides, in all cases, amongst these islands, and therefore the channel is not to be recommended. Two islands fringed with coral exist in the centre of the channel, one at the entrance at the North, and one in the middle. These islands are small and well wooded, with coral reefs extending some distance off them in a S.E. and E. direction, otherwise the passage is clear. The west coast of Dent Island has numerous bays; those near the N.W. end were examined by Capt. Nares of H.M.S. Salamander. Deep water was found within one-tenth of a mile of the beach, affording no anchorage from the fact of a fringe of coral surrounding them, and the tides running round the N.W. end of the island. This island is moderately high, and well wooded from the water's edge to its summit. It is $3\frac{1}{2}$ miles in length from north to south, and eight-tenths of a mile in an east and west direction.

Henning Island is a small island, one mile in length, and three-tenths of a mile in breadth, well wooded from water's edge to summit, and has small bays along its east and west coast line, with small sandy beaches; a shallow mud flat runs

off its southern end, with 2 to 3 fathoms water on the extreme edge of it. This flat runs off seven-tenths of a mile in a S.E. direction, and continues shallow for the same distance off the east coast line of the island to the north end, where it terminates, the soundings increasing to 7 fathoms. Off the N.W. part of the island is a rock, with a few trees on it, about 30 feet high, connected with Henning Island by a reef.

The bay inside Henning Island is about 2 miles in breadth in its widest part, and nearly the same in length; has very deep water in it; is easy of access; and, should anchorage be required, it may be obtained a little to the S.E. of a rocky island in the north part of the bay. The fiord seen in the chart has only one fathom of water in it. Ships requiring anchorage should enter by the north channel, between the north end of Henning Island and the rock off Whitsunday Island, where she will have deep water in the channel across to the rock. With the rock bearing N.W., a quarter of a mile distant, a good anchorage may be obtained in 7 fathoms, with mud bottom. The land about the bay is very high, and, like all parts of this coast, is well wooded.

The coast of Whitsunday Island, from the point forming the channel into the bay, eastward of Henning Island, is high, well wooded to the water's edge, has three bays along it, with shallow water in them, and a point with a rock off it forming the western extremity of the island. After rounding this point, which has deep water off it, the channel between Cid Island and Whitsunday may be entered. It has no dangers, and the soundings are from 9 to 20 fathoms. Good anchorage may be obtained under Whitsunday Peak, opposite the watering place, in from 3 to 7 fathoms, mud, good holding ground. Here a ship may be anchored close into the shore, and watered with the greatest ease. To enter this place either from the north or south of Cid Island, a glance at the chart is sufficient. The coast of Whitsunday from the point with the rock off it is steep, with rocky beaches, and trees within a short distance of the water's edge. The opening in the land, $1\frac{1}{2}$ mile from the watering place, has shallow water in it, and is apparently of little use. Cid Island is 670 feet high, with a range of hills running from north to south. Off its east end is Evergreen Island, with a reef running off it in a S.W. direction. There is a channel of 7 fathoms between it and Cid, but it is not to be recommended as it is narrow, and also the tides are rather strong. Off the west coast of Cid is Hill Rock, 80 feet high, connected with Cid by a reef, which is covered with trees, and the soundings are deep off it.

The channel between Cid and Whitsunday Islands will be

found difficult to enter, from the baffling winds occasioned by the high lands of Whitsunday Island. The flood runs to the eastward, and the ebb to the westward—rise and fall 10 to 4 feet, from 7 to 5 knots per hour. Whitsunday Island is here steep and rocky, with several small sandy bays, and a mountain range running along within two miles of the beach, and terminating in what may be called a huge cairn, 1300 feet from the level of the sea, where it suddenly descends to a lower range of hills, sloping off to the point, and forming the south side of the passage. A shallow bank, running out two miles, with from 2 to 3 fathoms, was found stretching out from the point by the shallow opening to within two miles of the north point of Whitsunday Island. Thence the soundings increased to 10 fathoms in the middle of the channel between Whitsunday and Hook Islands. The channel is deep and very narrow, and is not to be recommended, from the fact of a shallow bank running out from the south side of Hook Island. Should it be deemed necessary to use it, it will be found advisable to keep the north shore of Whitsunday Island on board. The tides here run with considerable force. The coast of Hook Island is much like that of Whitsunday Island; it has two openings in the land running along its whole length from north to south. Hook Peak is very conspicuous, rising 1520 feet above the level of the sea; there are several other mountains ranging from 1200 to 1300 feet on Hook Island. It is well wooded. Pine trees were seen apparently of good growth, and no doubt suitable for spars of small vessels. Water was obtained in the position marked in the chart. These remarkable openings would seem to afford good anchorage, but it was found, on sounding the inside points, that the water was so shallow and the wind so baffling, that it would be impossible for a sailing vessel to anchor. A steamer requiring anchorage here might obtain it just outside the three fathoms line. The chart will be the best guide. Water may be obtained at the places marked in the chart. It is difficult to ascertain whether it lasts all the year round or not, but in all probability it does, as numerous natives were seen here as well as on Whitsunday Island. It was very seldom that we could get a glimpse of them, but from fires on the island it was evident that they were numerous. Hayman Island is about two miles long in a N.W. and S.E. direction, and about three-quarters of a mile in breadth. It has a range of hills running along its whole length. In the centre are two well defined peaks. The highest is 850 feet above the level of the sea, and is scantily wooded except near the peaks. In February, 1866, when we visited it, the grass was so thick and high that it was with

great difficulty we got through it, when making our way to the peak for the theodolite observation. Natives were observed fishing from a canoe, but directly they saw our encampment they were off. A small quantity of water is obtainable here.

Off the S.W. of Hayman Island, and distant half a mile, is Ackhurst Rock, about 230 feet above the level of the sea. It is well wooded from the top to the water's edge, and is connected with Hayman Island by a reef extending from the west point of that island, running out nearly a mile to the southward, continuing nearly at the same distance along the beach until it reaches its eastern point, where it terminates, the water immediately increasing to 9 fathoms. This reef is uncovered at low water for a considerable distance off the islands, rendering it difficult for a boat to get near the beach at that time.

The soundings along the western coast of the island are deep. Two fine bays or beaches were observed whilst sailing along it in the whale boat.

Lanford Island is much like Ackhurst, has a sandspit, always uncovered, running out from it in the direction E.S.E. for one-tenth of a mile, from the east extremity of which a large reef runs out a short distance, when it immediately takes a turn to the southward for nearly a mile, running to the westward for the same distance, until it meets a rock 20 feet high, and finally reaches Langford Island. Over the reef the soundings are shallow, but along its edge pretty deep—from 8 to 11 fathoms. There is a small island in the middle of the channel between Langford and Hook Islands, 50 feet high, and covered with trees and bushes. It has a sandy beach. A reef runs round it, with rocks at the N.E., which makes the channel between the reef of Hayman Island and the reef of this island very narrow. Between Hayman and Hook Islands are three channels, very nearly the same in width, and very easy to navigate, the depth of water in each varying from 10 to 16 fathoms; a glimpse at the chart and a good look-out from the mast-head is all that is required.

Pioneer Point rises to the height of 1250 feet within a mile of the beach, and has a rocky island off it, and a sunken rock, also called Pioneer, bearing N.N.W. about three-quarters of a mile off it. The soundings off the Point, and to the eastward of it, are deep, with the exception of Pioneer Rock, which has 1 fathom over it at high water, and from 4 to 7 fathoms all round it.

The coast from Pioneer Point to Grimstone Point is a succession of large bays, with shallow soundings within the points of the bays. The land is high, with high hills and lofty mountain ranges running in all directions along the coast. At

the bottom of the bays and along the shore mangrove bushes are so thick that it would be difficult to find a landing place. The hills are well wooded from the coast line to their summit. The soundings from Pioneer Point to Cape Grimstone are regular, decreasing from 4 to 2 fathoms as the shore is approached. These soundings run from a small island connected with the main land by a shallow reef under water at Grimstone Bank.

The coast is indented with several deep openings or bays. In those that have been sounded anchorage may be obtained from southerly winds, and especially under Grimstone Point. High mountain ranges terminating in points with hills on them of various heights, and well wooded to within a short distance of the water's edge, extend as far as the point or cape formerly called Cape Gloucester; thence the coast is more regular, until it reaches the point between Gloucester Island and the main.

The soundings from the point formerly called Cape Gloucester to the opening between Gloucester Island and the main are very regular, decreasing from 7 to 4 fathoms. Here a vessel may anchor anywhere, sheltered from the south winds; the only known dangers are a detached shoal and a reef off the small island, midway between the cape and the channel between Gloucester Island and the main.

Double Cone Islands are two in number, the northern one being 500, and the southern one 312 feet high. When seen from the northward they appear like two perfect cones. Hence their name. They are connected by a reef running out some distance from the south end of the smaller island. Over this reef the water is very shallow; at the edge the water deepens from 7 to 10 fathoms. Off the North Island there is no reef, and the water appears to be deep. These islands are scantily wooded and very difficult to ascend.

Wedge or Armit Island is about one mile from north to south, and about half a mile wide, and is 550 feet high. There are no dangers off it. Eastward of it are three smaller islands, 40, 210, and 80 feet high respectively. They are nothing but rocky islets, with very few trees and stunted grass upon them. The sounding off these smaller islands are deep, with the exception of the middle one, which has a reef running out a little distance from the end of it. This reef extends to nearly midway between the north end of this island and the 80 feet high island, and then terminates in a point off the N. W. end of the middle island, having a narrow but deep channel of 10 to 14 fathoms between the two.

Ackhurst Island is about a mile in length from north to

south, and about the same in width from east to west ; is 545 feet high, and is covered with grass with a few trees on its summit. The soundings round it are from 5 to 8 fathoms. Off its N.W. point is a shoal of $1\frac{1}{2}$ fathoms. There are also two smaller islands off the North Point, one 40 feet high, and the other 10 feet. The 40 feet high island has a reef off its south end, and the channel between it and Ackhurst Island is blocked by the shoal above mentioned. The 10 feet high island has from 6 to 10 fathoms all round, and the channel between it and the 40 feet high is free from danger, with soundings from 6 to 10 fathoms.

Olden Island is 300 feet high, with grass and trees near its summit. A sandy spit runs off its south extremity. Off the S.E. end of this island is a rocky island, about 20 feet high, connected to Olden Island by a reef. Between Olden Island and the main is good anchorage, and the channel is free from danger.

Cannor or Gumbrill Island is 390 feet high ; has a reef running round its east side, outside of which the soundings are deep, having from 6 to 9 fathoms all round the island. The channel between it and Olden Island is about two miles wide, with soundings from $9\frac{1}{2}$ to 13 fathoms in it.

Eshelby Island is 170 feet high ; very rocky ; has a small island 50 feet high near its south end, connected to it by a reef. The soundings round it are deep. It bears nearly north from Armit Island, 4 miles distant.

Rottray Islands are two in number, connected by a reef. The South Island is 375 feet high, and the North one 235 feet —this island has not been sounded round. It lies west, $3\frac{1}{2}$ miles from Eshelby Island.

Saddle-back Island is from 350 to 500 feet high ; has a rocky appearance, with a reef off its south end, and also on its east side. The channel between it and the cape, formerly called Cape Gloucester, is good, and is about a mile in width. In the Channel the soundings are from 5 to 8 fathoms, and the anchorage under the lee of the cape is very good.

PORT CURTIS.

IN making Port Curtis, either from the northward or southward, Mount Larcom may, as a general rule, be first steered for, until the adjacent hills are clearly made out.

A vessel from the southward, entering by the South Channel, should, after passing by the rocky islets lying off Bustard Head, bring Mount Larcom in line with Gatcombe Head, and

steer for them so, until Peaked Hill (a remarkable mountain, 2000 feet in height, fifteen miles to the south-westward of Rodd Bay) is in line with the highest of the Seal Rocks, S.S.W. $\frac{1}{2}$ W. ; then steer S.W. $\frac{1}{2}$ S. for two and three-quarter miles (making due allowance for the strength of the stream), or until Mount Larcom is about a quarter of a point open to the northward of Round Hill, the latter bearing W. by N., which would place a vessel about half a mile to the N.N.W. of the highest of the Seal Rocks ; a W. by N. $\frac{1}{2}$ N. course (allowing for the stream, and keeping South-trees Point well open to the southward of Gatcombe Head) will then lead directly into the harbour, passing at about three-quarters of a mile to the southward of Gatcombe Head. A secure anchorage may be chosen, if necessary, off Observation Point—the nearer the shore, with safety, the better, as the tide stream runs from one and a-half to two knots, at a third of a mile off. Vessels generally select this as a fairway anchorage, when waiting to proceed to sea ; and those of the largest size may safely go up, and anchor in six fathoms in the stream between Barney and Auckland Points.

After passing Gatcombe Head within three-quarters of a mile, steer up the harbour until Mount Larcom opens out to the northward of South-trees Point ; leave two black beacons placed on the north-east edge of the banks stretching to the south-east of South-trees Point on the port hand, and pass that point at about a cable's length, leaving two red boys, one on the eastern and the other on the south-eastern extreme of the Middle Bank, on the starboard hand. Keep Auckland Point open of Barney Point, and pass these points at about a cable's distance also, leaving a third red buoy nearly abreast Barney Point, and which points out the position of a small rocky patch having not more than five feet of water on it at low water, on the starboard hand.

Vessels bound up the creek will pass, on the port hand, a small black beacon to the westward of Auckland Point, and two red beacons on the starboard hand, the first of which is placed on the end of the spit running out from the mangroves on the west side of the creek.

In working up the harbour, be careful not to shut out Auckland Point with South-trees Point, and not to approach the shore between Gatcombe Head and the next rocky point to the N.W. within one-third of a mile, as a dangerous reef of coral runs out to nearly that distance from off a low rocky double point. The rocky patch to be avoided off Barney Point lies with Barney Point nearly in a line with round or One-tree Hill ; and with the north extreme of the high land to the

northward of Mount Larcom, just shutting in with the land on the north side of the harbour. There is room to pass on either side of this patch, which is of very small extent.

The north extreme of the high land to the northward of Mount Larcom, kept open of the land on the north side of the harbour, leads clear of the south-west edge of that portion of the Middle Bank which lies to the westward of the rocky patch.

In entering the South Channel from the northward, a vessel should make for Hummock Hill, keeping it on a south bearing, and taking care not to bring it to the eastward of $S \frac{1}{2} E.$, in order that the eastern edge of the East Banks may be cleared. When the Seal Rocks are distinctly made out, approach them on their northern side (which is steep-to) until Mount Larcom is about a quarter of a point open to the northward of Round Hill, W. by N. ; then proceed up the harbour as above directed.

Vessels from the northward entering Port Curtis by the North Channel, should, when the land is clearly recognized, bring the extreme of Gatcombe Head to bear S.W. by W., when it will be in line with Settlement Point, and should be kept so until the eastern coast of Facing Island is shut in by the east point of the island : a vessel will then be clear of the north-west end of the East Banks, and of the shoal water off Facing Point, and may round the south-east end of Facing Island. Keep about a quarter of a mile outside Settlement Point and the detached rock off Gatcombe Head, taking care to steer clear of the $3\frac{1}{2}$ -fathom knoll off the head. A berth may then be taken up as before directed.

Vessels proceeding along the coast from the northward towards Port Curtis should not approach the shores of Facing Island within three miles, rocks (which are not laid down in the charts) running out from the land nearly to that distance.

Vessels entering Port Curtis at night should bring the light on Gatcombe Head to bear S.W.W. $\frac{1}{2}$ W., and steer for it, passing Settlement Point at a distance of about a quarter of a mile, and being careful to avoid the Oyster Rock lying off Gatcombe Head. It is proposed to erect a reflecting beacon upon this Rock during the present year.

The light is visible to seaward some 9 or ten miles, but is obscure to the southward of a S.W.W. bearing. The present temporary light will be replaced by a 5th order dioptric light during the present year.

Tides.—It is high water in Port Curtis, full and change, at 9h. 30m. ; the rise being from ten to twelve feet. The tides here are much affected by the prevailing winds, and the stream at times sets very strong in the channels.

KEPPEL BAY.

ON rounding Cape Capricorn steer about W. by N. (making due allowance for the set of the tide) for the Second Lump, a bold rocky island; or when a peaked hill on the main land (called the Cock's Comb) is visible, keep it open to the northward of the Second Lump, until Broad Mount opens out to the northward of the outer Keppel Rock. These marks lead clear of the black buoy on the northern edge of Cottier's Bank, on which there is about $7\frac{1}{2}$ feet of water at low-water springs. When abreast the outer Keppel Rock, which may be passed within half-a-mile, steer west, making due allowance for tide, until the Timandra Bank buoy is reached, and South Hill is well opened out to the westward of Sea Hill. South Hill will then bear about south by compass. Strangers should always pass outside the black buoy off the Timandra Bank, which shoal extends off the shore between Sea Hill and the Keppel Rocks; on it there are several patches of dangerous rocks, which only partly show at very low tides; and at the edge of the bank the water shoals very suddenly. Here the "Timandra"—from which the bank takes its name—was lost.

At night two lights are exhibited from the Pilot Station, which, when brought into line, point out the direction of the Timandra Bank buoy.

After passing this buoy a vessel may haul up gradually to the southward, and, if intending to anchor in Keppel Bay, will find good anchorage within half-a-mile of the shore by bringing Sea Hill to bear N.E. There is also good safe anchorage along the western shore of Curtis Island, in from three to five fathoms, as far southward as Division Point. Care must be taken to avoid a sand bank running off from Division Point, the north extreme of which lies in a line drawn from Sea Hill Point towards South Hill, one and a-half mile distant from the former point. Its position is marked by a black buoy.

Vessels intending to proceed up the Fitzroy River should, when abreast of Sea Hill Point, and at a distance from it of half-a-mile, steer S.W. $\frac{1}{2}$ S., and pass the Elbow Lightship on the starboard hand. Then haul up to the westward, and pass at about a cable's length to the southward of the large mangrove island, leaving a black beacon on the spit off Raglan Creek on the port hand, and, after leaving the large mangrove island, keep the port shore on board within half a cable's length, leaving a red buoy, which is placed on the N.W. extreme of the spit running off the small mangrove island on the starboard hand, and entering the Fitzroy River in mid-

channel. The starboard shore should be kept on board throughout the first reach, beyond which the channel is marked out by white beacons on the shore, and black and red buoys and beacons, which are to be left on the port and starboard hands respectively. From the shifting nature of the shoals in the Fitzroy River, masters of vessels who are not constantly visiting the port will save much time by taking a pilot.

Vessels intending to enter the harbour of Broad Mount, should, after passing the red buoy off the spit running from the small mangrove island near the entrance to the Fitzroy River, keep away to the eastward at a distance of about two cables from the main land, and anchor as convenient. There is deep water to within less than 200 feet of the shore, to beyond West Arm Hill.

The Pilot station is situated on the "Grassy Hills," a point of land between Cape Keppel and Sea Hill, and vessels are boarded by the pilots off the Keppel Rocks.

Tides.—The rise and fall are from 7 to 15 feet, and the stream runs from two to three knots in Keppel Bay.

At the Upper Flats a Lightship is placed, from which the following tidal signals are exhibited by day and night. (See Advertisement.)

BROAD SOUND.

THERE are three entrances into Broad Sound : the first between West Hill and the Flat Islands ; the second through Thirsty Sound ; and the third and best between the Flat and North Point Islands.

Vessels coming from the northward, and using the western channel, should be careful to avoid a sandy shoal lying E. by S. four miles from West Hill, and on which there is as little as nine feet water. 3rd and 4th Islands are sufficiently steep to on their western sides to admit of the channel being navigated by small craft without much difficulty ; and there is anchorage, during easterly and south-easterly winds, close under the north-west side of 4th Island. At the south-east opening of this channel it becomes very contracted, though there is a narrow channel through, with about ten feet at low water.

The easternmost channel through Thirsty Sound shortens the distance to Broad Sound considerably to vessels coming from the southward ; but the tides are very strong in this channel, and the bottom very foul through a great portion of

its length, causing a heavy tide ripple ; there does not appear, however, to be less than two fathoms water in the channel. The centre channel, which is by far the best, lies between Flat and North Point Islands. After passing Cape Towns—end a good look-out should be kept for the numerous rocks and shoals which lie off the entrance to Broad Sound. When midway between North Point Island and the 2nd Flat Island, a vessel should steer S. by W. 16 miles—making due allowance for the tides, which run nearly 3 knots—when she would be near the Fairway buoy off the entrance to the St. Lawrence Creek. In fine weather vessels may, while waiting for tide or a pilot, anchor close to the north-eastward of the Fairway buoy, in $4\frac{1}{2}$ fathoms at low water, the red cliffs bearing about W. by S. two miles distant.

All vessels visiting Broad Sound should be provided with good ground tackle, as the tides run with great velocity, and when setting against the wind cause a very heavy short sea.

Vessels requiring the service of a pilot should fire a gun when off the entrance to the creek.

All red buoys are to be left on the starboard hand on entering, and all black buoys on the port hand.

The sand banks which are to be seen at the entrance of the St. Lawrence from the anchorage off the Fairway buoy, should be nearly covered before attempting to get under weigh for the purpose of going up to the township.

To go up the creek, pass the Fairway Buoy, which is black, on the port hand ; steer to the southward for about a mile, being guided by the buoys on either hand ; then haul up W. by S. and pass within 10 or 15 yards of the red buoy off the south end of Rocky Island ; then haul rather more to the southward, passing a black buoy on the port hand, and steer direct for a white beacon on Mangrove Island. When within a cable's length of the island, steer for the beacon on Small Island, passing it within ten yards ; then cross over to the beacon on the opposite shore ; keep that shore on board until abreast the next beacon, when again cross over to the north side ; keep the north shore on board until abreast the next beacon, when again cross over to a beacon on the south side ; keep along the south shore until abreast the next beacon, when again cross to the north shore and pass two beacons ; cross once more to the south shore, and keep that shore on board until nearly as far as the rocks below the township.

The best place for mooring abreast the township is just above and inside the rocks.

The Basin.—At a distance of about three and a-half miles from the Fairway Buoy, between the south shore and Man-

grove Island, is a land-locked basin with from seven to nine feet at low water. The shore is steep-to, and the distance from the township is only about four miles, for the most part over a level plain. If vessels could discharge their cargo at this spot detention might probably be prevented, by avoiding the tedious navigation through upper portions of the creek. There is eight feet at high water neaps over the flats below the basin.

It is necessary that all vessels visiting the St. Lawrence should be provided with good warps for moorings.

Should vessels, after entering the river, not be able to reach the township, care should be taken to ground fore and aft in the channel, so as to insure lying on an even keel, and end on to the flowing tide.

The sand banks above Rocky Island are shifting sands, and are liable to alter their positions after floods, or even after spring tides.

Some three or four miles south of the entrance to the St. Lawrence Creek is the mouth of Waverley Creek. It is open to the northward, but, after entering the second reach, which tends to the westward, a vessel is sheltered from all winds, and can moor alongside the north bank. Neither at this spot, nor before arriving at it, is there less than six feet at low water.

There is anchorage, during northerly winds, under Turtle Island, off the entrance to the River Styx, in from four to six fathoms at low water. Vessels should approach from the N. W., between the banks off the main land and Turtle Island. Bearings at anchorage—Upper Head, E. S. E. ; West Head of Styx, S. S. W.

It is high water in Broad Sound at full and change at 11h. 15m. Rise and fall of tide, from 20 to 36 feet.

PIONEER RIVER.

VESSELS on nearing the Pioneer River can always recognize its position by its proximity to two islands, lying north-west and south-east, one mile apart; that to the south-east being round-topped and moderately high, while that to the north-west, although about the same height, is flat-topped.

The entrance to the Pioneer is about one and a-half mile south-west of the flat-topped island. A bar extends across the mouth of the river, which nearly dries at low water springs, and from thence the depth of the channel, which has an average width of one cable, varies from one foot to seven feet at low

water, until within about three-quarters of a mile of the settlement, when it again almost dries across, and from thence the depth gradually increases until abreast the settlement, which is about four miles from the bar, and where there is about six feet at low water in the centre of the channel.

There is a rise and a fall on the bar from ten and a-half feet to sixteen feet, and at the settlement of from nine feet to thirteen feet, so that most of the vessels trading on the coast can enter the port without difficulty.

The directions for entering are as follows :—

In steering for the bar, keep a double hummock, which is about eight miles inland, just to the southward of some low sand hills on the beach. This will lead to the Fairway Buoy, which may be passed on either side. It is laid in three fathoms at low water, and is chequered black and white. From the buoy two white beacons will be seen on the beach, which, kept in one, show the best line for crossing the bar. A vessel may haul up when the island to the south-east of Slade Point is well shut in with the trees on the extreme east point, and when two red buoys have been passed on the starboard hand ; the first of which is placed on the bar, and the second off the spit round which a vessel must haul up to the northward. On standing in shore care should be taken not to shut in L. Island with east point. After hauling up to the northward, two more red buoys will be passed on the starboard hand within a ship's length, when steer for the steep shore on the west side of East Point. As that point is neared the edge of the banks become more clearly defined ; they are steep-to, and may be approached within a reasonable distance. Thence the channel runs along the starboard shore, until just before reaching a sandy cliffy point, when the township will be opened out to the westward, for which a vessel may then haul up and steer until nearly abreast the first point on the port hand, when it will be necessary to keep a good look out for the buoys which are placed in this portion of the channel, as the banks are here liable to shift. On entering, the red buoys are to be left on the starboard and the black buoys on the port hand. A berth may be taken up—as convenient—abreast the township, in from five to seven feet at low water.

Vessels intending to enter the Pioneer River should not run down on the lee shore when it is blowing hard from the east or south-east, but should anchor under some of the islands off the coast until the weather moderates. In moderate southeasterly weather a vessel would find sufficient shelter under the lee of the flat-topped island, being careful to avoid a sand-spit running off the south extreme of that island, toward the

east point at the entrance to the river. There is a shallow passage, about a quarter of a mile wide, between this spit and the shoal water off the main land. When in mid-channel the island to the south-east of Slade Point is on with the peak of M. Island. In coming from the southward, after rounding the spit a vessel should be hauled up gradually towards the north-west end of the island, and anchored as convenient. The entrance of the river is sheltered by the islands during north-easterly winds.

Vessels should carefully avoid the dangerous reef to the northward of the two islands off the Pioneer, and lying nearly midway between those islands and the island to the south-east of Slade Point. There is, however, a clear passage between this reef and the main land, and also between Slade Point and the small island lying off the shore. There is also a passage between the round and flat-topped islands.

The tides in the Pioneer River run from three to upwards of four knots. High water, full and change, $11\frac{1}{2}$ hours.

Vessels, if drawing more than six feet, may lay aground at low water, abreast the settlement, in safety, on soft sandy bottom, the river at that time of tide forming a perfectly sheltered basin there.

On entering the river while any tide is running, the banks are generally visible, and there is little difficulty in navigating the river if proper attention is paid, and the lead kept going. From the narrowness of the channel, the port is not well suited for vessels of any great length.

N.B.—Heavy freshes occasionally alter the formation of the sand-banks in the upper part of the Pioneer River. Any changes, however, will be pointed out by the buoys and beacons which are now placed for the assistance of vessels navigating the river.

Plans of the river—from a survey made in November, 1862—can be obtained at the Port Office.

PORT DENISON.

FROM GLOUCESTER ISLAND TO PORT DENISON.

VESSELS intending to enter Port Denison by the north entrance should, after rounding the north end of Gloucester Island within a mile, steer so as to pass about half a mile to the S. E. of Middle Island; thence—making due allowance for tide—

steering S.W. by W. $\frac{1}{2}$ W. for North Head, taking care to avoid a reef which runs out a mile and a-quarter to the S.W. of Middle Island.

The North Head is a small rocky islet of moderate height, upon which the lighthouse is situated, and which will be seen from a considerable distance.

In entering the port by this channel, avoid the reef off the South Head (Stone Island), on which there are two black nun buoys laid in two fathoms low water, entering somewhat closer to North Head, and when abreast of it, steer for Middle Hill (a small cone on the main land midway between Mount Gordon and Mount Bramston), which course will take you in with not less than 16 feet low water; taking care to avoid a spit extending off Point Dalrymple, on which there is a red beacon and two red buoys lying in 10 feet low water, the innermost of which is the larger of the two. After rounding the second red buoy, keep away for the township.

It is to be observed, by these directions, that on entering the port the black buoys are to be kept on the port hand, and the red on the starboard.

Vessels entering the bay from the northward and westward, should be careful not to approach within a mile to the north-eastward of Edgcombe Point.

Vessels rounding Gloucester Island at night time, with dark boisterous weather, should (with the wind from the southward or eastward) keep within half a mile of the island, as it is steep close to, and by making a tack they will be able to select by the lead and smoothness of the water a convenient anchorage, in from 7 to 4 fathoms, under Gloucester Island.

There is also excellent anchorage in from 3 to 5 fathoms on the east side of the head of Edgcombe Bay. The soundings are very regular in all parts of the bay, and shoal very regularly, giving timely warning of being near the land.

Vessels having worked into the bay during the night, it is advisable that they should enter the port by the south channel, this being the best entrance to Port Denison, having the greatest width, and also the greatest depth of water.

To enter by the South Channel, vessels should, after rounding Gloucester Island, steer S.W. $\frac{1}{2}$ S. (making due allowance for tide), until the peak of Mount Mackenzie (a long saddle-backed hill) is opened out to the southward of Middle Hill. These marks being kept open will lead through the south entrance, clear of the reef off the south end of Stone Island. Two red buoys are placed, one on the S.E., and the other on the S.W. extreme of this reef. When North Head is opened out clear to the westward of Stone Island, a vessel may haul

up for the township, passing a red beacon on the extreme of the sand-spit running off the west end of Stone Island, and take up her anchorage according to her draught of water.

In hazy weather, should Mount Mackenzie not be visible, vessels should be careful not to approach within three-quarters of a mile of the south end of Stone Island. The edge of the reef, however, can generally be distinguished in the day time by the discolouration of the water. A beacon is placed on the end of the sand-spit running off the S.W. side of the island.

When the sea is too heavy for a pilot to get off, the sailing directions for the north passage should be attended to. A pilot will then be obtained in the fairway at the north entrance.

It should be borne in mind that, at springs, there are two feet less water in Port Denison than is shown by the soundings on the chart.

A temporary light is exhibited between sunset and sunrise from the lighthouse on North Head, but during the current year it is intended to replace it by a fifth order dioptric light.

A pier upwards of 2000 feet in length runs from the township into the bay, at which small crafts, drawing less than nine feet, can go alongside to take in and discharge cargo. A small temporary light is placed at the outer end of the jetty.

During northerly winds it may often be a considerable saving of time to vessels of light draught bound to Port Denison to pass through Gloucester Passage, instead of rounding the north end of Gloucester Island. The following directions will enable vessels to use this passage without difficulty:—After rounding Saddle-back Island (a high island lying off Cape Gloucester), steer for the south-easternmost point of Gloucester Island; keep the Gloucester Island shore on board at half a cable's distance, until abreast a sandy point, when keep away, with Passage Islet (a small rocky island that will be seen in the channel) a point on the port bow. Pass this islet at about half a cable's distance on the port hand, which will take a vessel over the bar in seven feet at low water springs. Haul up to the southward until past Passage Island, when a course may be shaped for Port Denison. Unless the wind leads through the channel it would be necessary for a sailing vessel to have a fair tide, as the tides set through at the rate of about two knots at springs—the ebb setting into Edgecombe Bay, and the flood in the contrary direction.

High water full and change about 9h. 30m. Rise and fall of tide, from six to ten feet.

CLEVELAND BAY.

VESSELS bound to Cleveland Bay from the southward, should, in making Cape Cleveland, be careful not to bring it to bear to the northward of W. by S., while within a distance of five miles of the cape, as dangerous rocks, some of which are a few feet above water, run out to nearly that distance. After rounding the cape, which is tolerably steep-to, steer for Mount Cudtheringa (Castle Hill), a remarkable granite hill that will be seen to the southward of Magnetical Island and Cape Pallarenda (Many Peaks). As the main land is approached, two low reddish cliffs will be seen, the south-easternmost of which is a small rocky island, just to the westward of which lies the entrance to Ross Creek, upon which Townsville is situated.

Vessels in taking up an anchorage must be guided by the lead, as the depth of water in Cleveland Bay does not exceed five fathoms, and the approach to the shores of the bay is shoal and very gradual.

There is about one foot of water on the bar of the creek at low water, and the rise and fall is from five to ten feet. Two small beacons on the sandy point on the west side of the entrance point out the deepest water for crossing. When abreast the rocky point on the port hand, haul over gradually to the sandy point on the starboard hand, which is steep-to, and from thence in towards the light on the opposite shore. The channel, however, which is marked by buoys and beacons, is liable to shift with changes of the prevailing winds. After entering the next reach, which runs in the direction of Mount Cudtheringa, the creek carries nearly the same depth across, from five to seven feet at low water, as far as the frontage to the township. A little beyond, on the north shore, is a rock, which dries at low water. There are one or two wharves at which small craft can take in and discharge their cargoes. The bed of the stream abreast the sandy point is for the most part rocky, and though the worst pinnacles have been removed, vessels should be careful not to pass at too great a distance from the point.

Strangers should not attempt to anchor inside the black buoy, which is placed in $2\frac{1}{2}$ fathoms low water, at a distance of about one mile from the shore. Inside this buoy the water shoals more quickly, and the holding ground cannot be depended upon.

Vessels entering Cleveland Bay from the northward between Magnetic Island and the main land, should, after leaving the Palm Islands, steer for Bay Rock, at the entrance to the channel, and pass midway between it and Magnetic Island,

When abreast the rock haul up and steer for Castle Hill, passing a black buoy with a white flag lying off the point of a reef extending from Magnetic Island. The buoy lies in $2\frac{3}{4}$ fathoms low water. Steer thence for a peak just to the northward of Mount Elliot, passing Cape Pallarenda at a distance of about a mile, which course will bring a vessel within sight of the black buoy off the township, where she can take up her anchorage according to her draught of water.

There is good anchorage under Magnetic Island for large vessels in 4 fathoms. West point of Magnetic Island bearing N. by W. $\frac{3}{4}$ W., and south point bearing E. $\frac{1}{2}$ S. There is also good anchorage for vessels of light draught inside, and to the N.W. of the buoy with the white flag.

A dangerous reef, which is just awash at low water, runs off from the south point of Magnetic Island, one-third of the way across to Cape Pallarenda, and a shoal runs to the northward of the north-western part of the cape.

Vessels drawing 17 or 18 feet, anchoring off the township, should anchor one mile N.E. of the black buoy, which is moored in $2\frac{1}{2}$ fathoms low water.

When vessels require to enter the creek at night, two white lights are exhibited from the beacons on the port side, a red light from a beacon on the starboard side of the creek, to guide vessels over the bar and into the channel.

The following tidal signals are made when vessels require to cross the bar during the day-time, viz. :—

	<i>feet.</i>	<i>inches.</i>
Ball mast-head	6	0
„ half-mast	6	6
„ east yard-arm	7	0
„ „ dipped	7	6
„ west „	8	0
„ „ dipped	8	6
„ mast-head and east yard-arm	9	0
„ „ „ dipped	9	6
„ „ west „	10	0
„ „ „ dipped	10	6
„ east and west yard-arms	11	0
„ east yard-arm and west yard-arm dipped	11	6
„ east and west yard-arm dipped	12	0

Vessels when approaching Townsville will be boarded by the pilot.

There is good anchorage under Cape Cleveland in heavy weather during S.E. winds, though a vessel must lie at some distance from the shore. The bay is open to N.E. winds, but they seldom blow with much violence.

HINCHINBROOK ISLAND

CAN be distinguished from any land in its vicinity to the southward, by its height and its bold and picturesque appearance; on passing along shore, going northward, Cape Sandwich will be first made as an island. It, as well as Cape Richards, is connected with Hinchinbrook Island by a low neck of land formed by low sand-hills. In very dark nights or thick weather, this low land might possibly be mistaken for the passage between Gould and Hinchinbrook Islands, Cape Sandwich being taken for Gould Island. Off Cape Sandwich lies Eva Islet, a small rocky islet, with which it is connected by a rocky shoal, the foul ground extending about a cable's length beyond the islet. Pass about half a mile outside the islet, and when well clear of it keep away to the N.E. Gould Island will soon open out to the northward of Cape Richards. If drawing more than seven or eight feet water, strangers had better pass to the northward of Gould Island, which they may approach to a distance of half a mile; when to the northward of Point Hayman—the N.W. point of the island—steer W.S.W., making due allowance for tides, until the white beacon on Hecate Point bears S. $\frac{1}{2}$ W., when the buoys at the entrance of the channel will be seen. Steer to the southward between these buoys, the red buoy being on the starboard, and the black buoy on the port hand, with the white beacon half a point on the port bow; before reaching the point a second black buoy will be passed on the port, and a second red buoy on the starboard hand, a small black buoy is also placed off the shoal off Hecate Point. Hecate Point is tolerably steep to on the west side; to keep in mid-channel, pass half a mile to the westward of the point, and haul up for the township, which will be seen on the opposite side of the harbour. A red buoy moored abreast the township points out the edge of three-fathom line at low water, thence the water shoals gradually in shore, the bottom being soft mud.

Vessels drawing not more than seven or eight feet, when past Eva Islet, may haul up, and pass at a distance of half a mile from Cape Richards, thence pass about a third of a mile south of the Sail Rock, a small rock about thirty feet in height south of Garden Island. From this position steer about W. $\frac{1}{2}$ S., until the south extreme of the bar, Brook Island, is on with Gould Island; keep these marks on until the beacon or Hecate Point bears south, when haul up for the anchorage abreast the township, and make the red buoy off the township, and then anchor as close to the shore as draft of water will permit, or when near high water ground on the mud close to the sandy

beach fronting the shore. The mud extends to within sixty yards of the trees at the edge of the beach.

Tides.—Except after heavy S. winds, when there sometimes is a constant stream to the northward, the flood sets to the southward, and the ebb to the northward, through Hinchinbrook Channel. Rise and fall from six to twelve feet. High water full and change, 9h. 30m.

Vessels will be boarded by the pilot as soon as practicable.

There is a shoal channel through the bar at the south end of Hinchinbrook Channel, but it is narrow and intricate, and little advantage can ever be gained by sailing vessels using it, except when during strong S.E. winds small vessels would be unable to work to the southward outside. During the S.E. winds the bar is sheltered from the S.E. swell by the Palm Islands, and vessels have a leading wind through the channel which winds to the N.E. across the bar. In the main entrance to Port Hinchinbrook there is not less than eighteen feet at low water, and when inside there is anchorage, sheltered from all winds (except northerly winds, which never raise any sea, and very seldom blow hard) for any number of vessels, in any depth of water, from eleven fathoms downwards.

PORT ALBANY AND EVANS' BAY.

THE narrow strait which separates Albany Island from the main land is so straight in its general direction that it may be seen through from end to end. Its average width is three and a-half cables, and the depth of water from six to thirteen fathoms. It is clear of dangers, with the exception of the rock awash, of the ledge projecting a quarter of a mile to the south-westward of Frederick Point, and from which shoal water extends south-eastward to the next point.

Water.—On the south-west side of Albany Pass, and nearly opposite Port Albany, is a small sandy bay, with some low swampy ground behind the beach, where a never-failing supply of fresh water can easily be procured by digging ponds two or three feet deep, a few yards above high water mark. Water can also be obtained in small quantities on Albany Island.

Directions.—A vessel from the southward proceeding to Port Albany, having cleared the shoal patches lying one and three quarters of a mile to the westward of Z. Reef, should bring the peak of York Isle—which is easily seen through Albany Pass—on with the outer extreme of Osnaburg Point ; this mark will clear the shoals extending to the south-eastward

from Fly and Ulrica Points, and lead the vessel in mid-channel up to Port Albany.

In coming from the northward, and rounding Eborac Isle at a distance of about a quarter of a mile, a vessel will have Albany Pass plainly open, and may steer—making due allowance for the tidal stream—S. E. $\frac{1}{2}$ E. for it, passing at a third of a mile outside Sextant Rock. When the centre of Ida Isle bears south, haul in for it until Albany Pass is again quite open, and by keeping it so the rocky spit projecting from Frederick Point and the edge of the shoal from Ida Isle to Osnaburg Point will be avoided. If the west extreme of Albany Island touches Fly Point, the vessel will be too far to the north-eastward; and if the west extreme of the island approaches too near Osnaburg Point she will be too far to the south-westward.

Albany Pass being narrow, with high land on either side, a large sailing vessel should not attempt it, except under very favourable circumstances, as the strong tidal streams would, with baffling winds, render her unmanageable; but, with a commanding breeze blowing through, a vessel may run against the stream, anchor in mid-channel abreast of Port Albany, and haul in and moor. A steamer or small sailing vessel would find but little difficulty in entering, and might anchor and moor as just directed for a sailing vessel.

Tides.—The streams are very rapid in Albany Pass, and cause a confused sea when running in an opposite direction to the wind.

EVANS' BAY

Extends from three-quarters of a mile to one mile and three-quarters to the south-eastward from the extremity of Cape York, between Evans' and Ida Points. The former is a double rocky sloping down from the foot of Mount Bremer; the latter, which forms the south-east point of the Bay, is also rocky, with a high narrow island of the same name, nearly half a mile long, east and west, immediately to the eastward of it. A sandy beach forms the shore between these extremes of the bay, the greater portion being backed by scrub and stunted trees.

As shoal water extends from the beach to a line from Evans' Point to Ida Island, there is not sufficient depth within for any other than small vessels; but the best anchorage for large vessels in the south-east monsoon is in six and a-half fathoms, sand and mud, with Ida Point bearing S. $\frac{1}{2}$ W., and Sextant Rock—which lies half-a-mile to the eastward of Evans' Point—in line with the east end of Eborac Island. In the north-

west monsoon there is better shelter a little more to the W.N.W., at a quarter of a mile from Sextant Rock.

Water may be procured in wells dug at the back of the beach in Evans' Bay, some at a third of a mile inside Ida Point, and others three-quarters of a mile further to the north-westward. Even when blowing hard there is seldom so much surf on the beach as to prevent boats bringing off water; the only inconvenience is the strength of the tidal streams, which set N.W. and S.E., the greatest strength being two knots.

Sextant Rock, which is flat and only three or four feet above high-water mark, is situated on the inner edge of a bank two miles long, S.E. and N.W., fronting Evans' Bay. Vessels not drawing more than ten feet may cross any part of this bank; but large vessels should not attempt it on the north-west side of Sextant Rock, nor to the south-eastward of it, without great caution, on account of some three and a-half fathoms knolls; those most in the way of vessels passing outside, or entering Evans' Bay from the northward, lying half-a-mile to the north-eastward of Sextant Rock. This rock is situated in about lat. $10^{\circ} 41'$ S. and long. $142^{\circ} 33'$ E.

Directions.—A vessel from the southward should pass at half-a-mile outside Albany Rock and Tree Islet, and steer about W. by N. $\frac{1}{2}$ N., until the east point of Ida Isle bears S.W. by S.; then haul in for the bay, and anchor where before directed.

In coming from the northward, pass at three-quarters of a mile outside Sextant Rock, and then make for the anchorage, taking care—if a large vessel—to avoid the three and a-half fathoms knolls lying half-a-mile to the north-eastward, and E. by S. about a third of a mile from Sextant Rock, which will be avoided as long as Albany Pass is not seen quite open.

Tides.—It is high water in Evans' Bay, full and change, at 11h. 15m.; springs rise ten feet and neaps four feet.

The Coast from Ida Isle to Fly Point consists of a succession of shallow bays and rocky points; but none of the bays are of sufficient depth for a vessel to enter.

Osnaburg Point is a steep cliffy bluff, of coarse sandstone, S. $\frac{3}{4}$ W. nearly two-thirds of a mile from Frederick Point, the north-west extreme of Albany Island.

Between Ida Isle and Osnaburg Point is a shallow bay, divided into two bights by Bishop Point, which is also a high bluff head-land. In the western bight, Mew Rivulet, a stream of good fresh water, runs into the sea close to the southward of a low rocky point; but this—the only fresh water stream in the neighbourhood—is lost to any useful purpose, as the bay is so completely occupied by a mud flat that even boats

could not approach the mouth of the rivulet to embark the water. The edge of the flat, which extends in nearly a direct line from Ida Isle to Osnaburg Point, is steep-to, with from six to eight fathoms close outside.

Between the edge of this bank and the shoals extending to the north-westward of Albany Island large vessels may find a spacious roadstead, which would also be a secure anchorage during the south-east monsoon, were it not for the strong tidal streams which run through Albany Pass.

TORRES STRAITS.

		REEF.	LATITUDE.			LONGITUDE.			VARIATION.
			°	'	"	°	'	"	°
Eastern Hand.	{	Bellona.....	21	52	22 S.	159	26	10 E.	9 30E.
		Do. (Intermediate Breaker).....	21	26	36 "	158	47	21 "	.....
		Booby.....	20	57	0 "	158	32	33 "	9 19 "
		Bampton.....	19	52	22 "	158	20	3 "	9 19 "
		Mellish.....	17	24	39 "	155	53	25 "	8 30 "
Western Hand.	{	Cato.....	23	15	32 "	155	38	0 "	9 23 "
		Wreck.....	22	10	30 "	155	29	21 "	9 43 "
		Kenn.....	21	15	24 "	155	51	15 "	9 0 "
		Lilhou.....	17	10	30 "	152	13	0 "	8 3 "
		Willis.....	16	7	0 "	150	3	39 "	7 11 "
		Osprey.....	13	51	0 "	146	36	0 "	6 23 "
		{ Raine Island Beacon } { (Entrance of strait) }.....	11	35	50 "	144	2	20 "	5 21 "

The foregoing table contains the geographical positions of the Boundary Reefs which, on the eastern and western hands, form the outer route to Torres Straits from the ports of Australia, Tasmania, and New Zealand, as determined by H.M.S. Herald, Captain Denham, R.N., F.R.S.

N.B.—A ship from the southward has only to be placed 24° south, 157° east, and a clear passage of 150 miles wide, free of current, with a flowing south-east "trade" wind, will lie before her for the 1160 miles to Raine Island entrance to Torres Straits upon the following courses, viz. :—

1st. N. by W. $\frac{3}{4}$ W. 240 miles, to lat. 20° S.

2nd. N.W. $\frac{1}{2}$ W. 700 miles, to lat. 11° 36' S. (parallel of Raine Island).

3rd. W. $\frac{1}{2}$ S. 220 miles, to Raine Island (upon its parallel).

NOTE.—The courses are by "compass," corrected for the successive changes in "variation" in the Coral Sea.

The following beacons have been erected by H.M.S. Salamander for the guidance of vessels taking the inner route to Torres Straits.

D. Reef.—Princess Charlotte's Bay, lat. $14^{\circ} 7' 30''$ on the S. W. end of the sand-bank, a beacon facing E. and W. with large D painted white on a black ground.

Y. Reef.—Off Cape Direction, lat. $12^{\circ} 49' S.$, a black rectangular beacon is placed on the western edge of this reef. The sand shown in the chart is covered at high water.

D. Reef.—Off Moukhouse Point, lat. $15^{\circ} 30' 30'' S.$ A screw pile, on which a beacon is about to be erected, is placed on the edge of this reef.

Mariners are cautioned that two coral patches are reported as lying between Nos. 1 and 2 Claremont Islands and the shoal off the main land, in the neighbourhood of the course laid down on the Admiralty charts as that which should be used at night. It is recommended, therefore, that at night a course should be steered so as to pass to the eastward of the above islands.

HARBOUR AND LIGHT DUES LEVIED IN THE COLONY OF QUEENSLAND.

Light Dues.

	Inwards.	Outwards.
Foreign-going vessels -	3d. per ton	3d. per ton
Intercolonial trade vessels -	1½d. „	1½d. „
Coasting vessels -	1d. „	1d. „
Additional charges to foreign vessels for any two coast lights passed, 1d. per ton each.		
Additional charges to intercolonial vessels for any two coast lights passed, ½d. per ton each.		
Additional charges to coasters for any two coast lights passed, ¼d. per ton each.		

All vessels engaged in the whaling trade, vessels in ballast, and vessels compelled by stress of weather to enter or put back to any port of the colony, are exempt from the payment of Light Dues.

All vessels of fifteen tons and upwards plying for hire or trading within any port of the colony, where one or more harbour lights are maintained, pay to the collector, or other chief officer of Customs at such port, towards the maintenance of the light or lights within such port an annual rate of one shilling per ton ; and such rate is to be paid on the 1st day of January in each year.

At any ports where no coast light is exhibited harbour lights are paid for by sea-going vessels at a rate proportioned to their cost of maintenance—the scale being fixed by the Marine Board.

Pilotage Rates.

£ s. d.

On arrival and departure, per ton - - - - 0 0 4

And one moiety of such rate in case of a vessel being compelled to return into port after having put to sea; but in no case shall the amount of such rate be less than £2 10s. for Moreton Bay, nor less than £1 10s. for any other port of the colony.

All intercolonial steam vessels, coasters, traders, or whaling vessels, being registered in any of the Australian Colonies, or in the United Kingdom, and not requiring or employing a pilot, are subject to one payment only of 4d. per ton per annum.

Harbour Dues.

£ s. d.

For every vessel of 50 tons and under 300 tons	-	1	0	0
" 300 " 400 "	-	1	5	0
" 400 " 500 "	-	1	10	0
" 500 " 600 "	-	1	15	0
" 600 " 800 "	-	2	0	0
" 800 " 1000 "	-	2	5	0
" over - - -	-	3	0	0

Exceptions.

Vessels registered in Brisbane under 50 tons, or employed in the coasting trade

Marine Board of Queensland.

For every certificate granted by the Board to the owner of any steam vessel—

Where the tonnage of such vessel does not exceed 100 tons, a sum not exceeding - - - -	1	0	0
Where such tonnage exceeds 100 tons, and does not exceed 300 tons, a sum not exceeding - - - -	2	0	0
Where such tonnage exceeds 300 tons, a sum not exceeding - - - - - - - - - -	3	0	0
No certificate to be in force more than six months.			

Certificates and Licenses.

Certificate of Exemption - - - - -	5	0	0
Certificate of competency to a master of a colonial trade vessel - - - - -	5	0	0

	£	s.	d.
For certificate of competency to master of any vessel	5	0	0
Ditto to a master of a coasting vessel only	2	10	0
License to a pilot	2	2	0
License to a ballast boat	2	2	0
License to a gunpowder boat	2	2	0

*Shipping Masters—Brisbane, Maryborough, Port Curtis,
Rockhampton, Broad Sound, Pioneer River, Port Denison,
Cleveland Bay, and Port Hinchinbrook.*

	Engagement of Crews.			Discharge of Crews.		
	£	s.	d.	£	s.	d.
Vessels under 60 tons	0	5	0	0	5	0
„ 60 to 100 „	0	10	0	0	10	0
„ 100 to 200 „	0	15	0	0	15	0
„ 200 to 300 „	1	0	0	1	0	0
„ 300 to 400 „	1	5	0	1	5	0
„ 400 to 500 „	1	10	0	1	10	0
„ 500 to 600 „	1	15	0	1	15	0
„ 600 to 700 „	2	0	0	2	0	0
„ 700 to 800 „	2	2	6	2	2	6
„ 800 to 900 „	2	5	0	2	5	0
„ 900 to 1000 „	2	7	6	2	7	6
„ Above 1000 „	2	10	0	2	10	0
Engagement and discharge of seamen separately, each	0	2	0	0	2	0
Certificates of permission to be employed, each	-	-	-	0	2	0
Advertisement of deserters, each deserter	-	-	-	0	1	0
On registering lodging-house, license	-	-	-	5	0	0
Foreign-going ships' articles	-	-	-	0	2	0
Colonial ditto	-	-	-	0	1	0
Advance notes	-	-	-	0	0	0
Account of wages	-	-	-	0	0	3

STAMP DUTIES ACT.

FOR the purposes of this Act the duties on agreements, bills of lading, policies of insurance, bills of exchange, promissory notes, and receipts, may be denoted by adhesive stamps.

In all other cases the paper or parchment must be stamped.

The following penalties are attached to non-compliance with the provisions of the Act:—

Any person making an unstamped bill, or giving, issuing, or signing any document without the proper stamps, is liable to a penalty not exceeding £50. Where adhesive stamps are employed to denote the duties, they must be obtained by the person signing or issuing the instrument under a penalty not exceeding £10. The holder of a foreign bill is bound to affix a sufficient stamp or stamps, or is liable, in default, to a penalty not exceeding £50. Any person drawing and issuing any bill or promissory note, payable out of the colony, purporting to be drawn as one of a set, and shall not draw and issue on paper duly stamped the whole number of bills or promissory notes of the set, or any person who shall, within the colony, transfer or negotiate any such bill or promissory note purporting to be drawn in a set, and shall not at the same time transfer or deliver on paper duly stamped, the whole number of bills or promissory notes of the set, shall incur a penalty not exceeding £100.

Payers of bills not cancelling stamps incur a penalty not exceeding £20.

The mode of cancelling adhesive stamps prescribed by the Act is, by writing the name of the person cancelling, or of his firm, or his or their initials, and the date of cancelling across the stamp. In case of deeds or instruments, not stamped, or insufficiently stamped, the stamp required may be affixed by the commissioners on payment of the deficient duty and 20 per cent. by way of fine. No fine to be charged if the deed or instrument be stamped within one month after execution.

No deeds or other documents liable to stamp duty can be received in evidence in courts of law in civil cases, unless they are stamped to the full amount.

In criminal cases, they are admissible even though unstamped. Persons fraudulently removing adhesive stamps, or using such stamps a second time are liable to a penalty not exceeding £50.

Registrars are not allowed to register deeds liable to duty, unless full stamped.

A bonus of $2\frac{1}{2}$ per cent. allowed to purchasers of blank stamped paper to the amount of not less than £30.

Spoiled stamps may be replaced by commissioners with stamps to the like amount, less the commission allowed thereon, upon application, if such application be to the satisfaction of the commissioners.

For the purpose of this Act the word "commissioners," when found therein, shall be taken to mean one or more of the three commissioners appointed by virtue of this Act.

SCHEDULES TO WHICH THIS ACT REFERS.

SCHEDULE I.

Containing the duties on deeds or other instruments relating to transactions between living persons. £ s. d.

Agreement or any minute or memorandum of an agreement under hand only where the matter thereof shall be of the value of £5 or upwards whether the same shall only be evidence of a contract or obligatory on the parties from its being a written instrument together with every schedule receipt or other matter put or indorsed thereon or annexed thereto - - - 0 2 6

Provided always that where divers letters shall be offered in evidence to prove any agreement between the parties who shall have written such letters, it shall be sufficient if any of such letters shall be stamped with a duty of five shillings.

Exemption from the foregoing duties on agreements—All agreements made between the Government and parties tendering for the performance of work and labour or the supply of materials for use by the Government—

	£	s.	d.
Articles—On all articles of clerkship - - -	10	10	0
On all articles of apprenticeship - - -	1	1	0
Award when the amount or the value of the matter in dispute does not exceed £50 - - -	0	2	6
And when it shall exceed £50 and not exceed £100	0	5	0
Ditto £100 ditto £200	0	10	0
Ditto £200 ditto £500	1	0	0
Ditto £500 ditto £750	1	10	0
Ditto £750 ditto £1000	2	0	0
Ditto £1000 and also in all cases not provided for - - -	2	10	0

Bills of Exchange—Inland bill of exchange, promissory note draft or order for the payment of any sum of money not exceeding £50 - - 0 1 0

Ditto not exceeding £100 - - 0 2 0

And where the same shall exceed £100 then for every £50 and also for any fractional part of £50 0 1 0

Foreign bill of exchange promissory note draft or order drawn in but payable out of the colony of Queensland—

If drawn singly or otherwise than in a set of two or more the same duty as on an inland bill of the same amount and tenor. £ s. d.

If drawn in sets of two or more for every bill of each set where the sum payable thereby shall not exceed £50 - - - 0 0 6

	£	s.	d.
And where it shall exceed £50 and not exceed £100	0	1	0
And where the same shall exceed £100 then for every £50 and also any fractional part of £50 -	0	0	6

Exemption from the foregoing duties on bills of exchange and promissory notes—All debentures Treasury bills and promissory notes for the payment of money on demand issued by the Government of Queensland.

All bills of exchange or promissory notes issued by any bank for Government purposes to the Colonial Treasurer.

Exemption from the foregoing duties on bills of exchange and promissory notes but not from any other duty to which the same may be liable—All promissory notes for the payment of money on demand issued within the colony of Queensland by any bank or banking company legally incorporated and carrying on business in the said colony.

Bill of exchange promissory note draft or order drawn or endorsed out of the colony for payment of money the same duty as on an inland bill of the same amount and tenor.

Exemption from the foregoing duties on bills of exchange and promissory notes drawn or endorsed out of the colony—All bills of exchange promissory notes drafts or orders drawn or endorsed out of the colony for the payment of money for the use of Her Majesty.

All bills drafts or orders for the payment by any bank or banking company of any sum of money though not made payable to the bearer or to order and whether delivered to the payee or not and all writings or demands entitling any person to the payment by any bank or banking company of any sum of money whether the person to whom payment is to be made shall be named or designated therein or not or whether the same shall be delivered to him or not shall respectively be deemed to be bills drafts or orders for the payment of money chargeable with stamp duty as if the same had been made payable to bearer or to order.

Bill of lading or receipt from the master mate or agent of any vessel for any goods merchandise or effects to be carried to any place beyond the boundaries of the colony—

	£	s.	d.
For every such bill of lading or copy thereof	0	1	0
For every such receipt or copy thereof	0	0	6
Bond given as a security for the payment of any definite or certain sum of money not exceeding £100	0	2	6
And where the same shall exceed £100 then for every £100 and also for any fractional part of £100 -	0	2	6

Bond given as a security for the repayment of any sum or sums of money to be thereafter lent advanced or paid or which may become due upon an account current together with any sum already advanced or due or without as the case may be.

Where the money secured or to be ultimately recoverable thereon shall be limited not to exceed a given sum the same duty as on a bond for such limited sum.

And where the total amount of the money secured or to be ultimately recoverable thereon shall be uncertain and without any limit the same duty as on a bond for a sum equal to the amount of the penalty of such bond.

And where there shall be no penalty of the bond in such last-mentioned case such bond shall be available for such an amount only as the *ad valorem* duty denoted by any stamp or stamps thereon will extend to cover.

	£	s.	d.
<i>Bond</i> —Any transfer or assignment of any such bond as aforesaid	0	5	0
Bond given as a security for the due execution of an office and for the accounting for money received by virtue thereof	0	10	0
Bond of any kind whatever not otherwise charged nor expressly exempted from all stamp duty	0	10	0

EXEMPTIONS.

Bond given by the parent or friends of any lunatic for the maintenance of such lunatic in any asylum for the relief or cure of lunacy.

Bond given by any person on obtaining letters of administration.

Bond given pursuant to an Act of Parliament or by direction of the collector of Customs in and for the colony of Queensland or any of his officers upon or with relation to any duty of Customs for or in respect of any goods wares or merchandise exported or shipped to be exported from the said colony or imported into the said colony And also any bond given as aforesaid for or in relation to any other matter or thing in connection with the levy and collection of duties of Customs in the said colony.

Renewal of any such bond by reason of the death or insolvency of the sureties or either of them or otherwise.

Conveyance—Of any kind or description whatsoever or any transfer under the provisions of the “Real Property Act” of any property in respect of the principal or only writing whereby the property sold shall be conveyed to or vested in the purchaser or any other person or persons by his direction.

Where the purchase or consideration money shall	£	s.	d.
not exceed £50	0	7	6
And where the same shall exceed £50 and not exceed £100	0	15	0
Then for every £100 and any fractional part of £100	0	15	0

The purchase money or consideration shall be truly expressed and set forth in words at length in or upon every such principal or only deed or instrument of conveyance and where such consideration shall consist either wholly or in part of any stock or security the value thereof respectively to be ascertained as hereinafter mentioned shall also be truly expressed and set forth in manner aforesaid in or upon every such deed or instrument and such value shall be deemed and taken to be the purchase or consideration money or part of the purchase or consideration money as the case may be in respect whereof the *ad valorem* duty shall be charged as aforesaid.

And where the consideration or any part of the consideration shall be any stock in any of the public funds or Government debentures or stock or any debenture or stock of any person payable only at the will of the debtor the said duty shall be calculated (taking the same respectively whether constituting the whole or a part only of such consideration) according to the average selling price thereof respectively on the day or on either of the ten days preceding the day of the date of the deed or instrument of conveyance or if no sale shall have taken place within such ten days then according to the average selling price thereof on the day of the last preceding sale and if such consideration or part of such consideration shall be a mortgage judgment or bond or a debenture the amount whereof shall be recoverable by the holder or any other security whatsoever whether payable in money or otherwise then such calculation shall be made according to the sum due thereon for both principal and interest.

And where any lands or other property of different tenures or holdings or held under different titles contracted to be sold at one entire price for the whole shall be conveyed to the purchaser in separate parts or parcels by different deeds or instruments the purchase or consideration money shall be divided and apportioned in such manner as the parties shall think fit so that a distinct price or consideration for each separate part or parcel may be set forth in or upon the principal or only deed or instrument of conveyance relating thereto which shall be charged with the said *ad valorem* duty in respect of the price or consideration money therein set forth.

And where any property contracted to be purchased by two or more persons jointly or by any person for himself and others

or wholly for others at one entire price for the whole shall be conveyed in parts or parcels by separate deeds or instruments to the person for whom the same shall be purchased for distinct parts or shares of the purchase money the principal or only deed or instrument of conveyance of each separate part or parcel shall be charged with the said *ad valorem* duty in respect of the sum of money therein specified as the consideration for the same.

But if separate parts or parcels of such property shall be conveyed to or to the use of or in trust for different persons in and by one and the same deed or instrument then such deed or instrument shall be charged with the said *ad valorem* duty in respect of the aggregate amount of the purchase or consideration moneys therein mentioned to be paid or agreed to be paid for the property thereby conveyed.

And where any person having contracted for the purchase of any property but not having obtained a conveyance thereof shall contract to sell to any other person and the same shall in consequence be conveyed directly to the sub-purchaser the principal or only deed or instrument of conveyance shall be charged with the said *ad valorem* duty in respect of the purchase or consideration money therein mentioned to be paid or agreed to be paid by the sub-purchaser.

And where any person having contracted for the purchase of any property but not having obtained a conveyance thereof shall contract to sell the whole or any part or parts thereof to any other person or persons and the same shall in consequence be conveyed by the original seller to different persons in parts or parcels the principal or only deed or instrument of conveyance of each part or parcel thereof shall be charged with the said *ad valorem* duty in respect only of the purchase or consideration money which shall be therein mentioned to be paid or agreed to be paid for the same by the person to whom or to whose use or in trust for whom the conveyance shall be made without regard to the amount of the original purchase money.

And in all cases of such sub-sales as aforesaid the sub-purchaser and the person immediately selling to him shall be deemed and taken to be the purchaser and seller within the intent and meaning of this Act.

But where any sub-purchaser shall take an actual conveyance of the interest of the person immediately selling to him which shall be chargeable with the said *ad valorem* duty in respect of the purchase or consideration money paid or agreed to be paid by him and shall be duly stamped accordingly any deed or instrument of conveyance to be afterwards made to him of the property in question by the original seller shall be

exempt from the said *ad valorem* duty and be charged only with the ordinary duty on deeds or instruments of the same kind not upon a sale.

And where any property separately contracted to be purchased of different persons at separate and distinct prices shall be conveyed to the purchaser or as he shall direct in and by one and the same deed or instrument such deed or instrument shall be charged with the said *ad valorem* duty in respect of the aggregate amount of the purchase or consideration moneys therein mentioned to be paid or agreed to be paid for the same.

And where any property shall be sold and conveyed in consideration wholly or in part of any sum of money charged thereon by way of mortgage or otherwise and then due and owing to the purchaser or shall be sold and conveyed subject to any mortgage the amount liable to the *ad valorem* duty imposed by this Act shall be the amount of such portion of the purchase or consideration money as shall be over and above the amount of any mortgage as aforesaid, provided that the stamp duty on such mortgage as aforesaid has been duly paid.

Exemptions from the preceding duties on conveyances—All conveyances or transfers of lands to the Government for public purposes Any grant from the Crown under the hand of the Governor for the time being of the Colony of Queensland to any purchaser of Crown Lands in Queensland.

Draft or order for the payment of any sum of £ s. d.
money to the amount of twenty shillings and
upwards to the bearer or to order on demand 0 0 1

Exemptions from the preceding duties on drafts or orders—
All cheques drawn by officers of the Government for public purposes and upon the forms provided for the purpose.

Lease or agreement for a lease or any written
document for the tenancy or occupancy of any
lands tenements or hereditaments the following
duties in respect of the yearly rent—Where
the yearly rent shall not exceed £50 - - 0 2 6

Where the same shall exceed £50 and not exceed
£100 - - - - 0 5 0

Above £100 for every fractional part of £100 - - 0 5 0

Exemption from the preceding duties on leases—All leases
from the Crown.

Lease of any lands tenements or hereditaments granted in consideration of a sum of money by way of premium and also of a yearly rent amounting to £20 and upwards. Both the *ad valorem* duties payable upon a conveyance according to the con-

sideration therein expressed and for a lease in consideration of a rent of the same amount For every transfer or cancellation of any lease one half the amount originally paid or in the case of leases made prior to the passing of this Act one half the amount which would have been paid thereon had they been made subsequent to the passing of this Act.

Mortgage to secure the repayment of any sum of £ s. d.
money—Not exceeding £50 - - - 0 5 0

For every additional £50 or fraction of £50 - - - 0 5 0

For every transfer or release in whole or in part of any of the above one half the amount originally paid or in the case of mortgages made prior to the passing of this Act one half the amount which would have been paid thereon had they been made subsequent to the passing of this Act.

Mortgage or bill of encumbrance to secure the repayment of future advances the amount of which is not stated at the time of registration 0 15 0

For every transfer or release in whole or in part of any of the above the amount of duty payable to be calculated at five shillings for any sum not exceeding fifty pounds and five shillings for every additional fifty pounds or fraction of fifty pounds on the whole sum advanced by virtue of such mortgage and in addition a further duty of two shillings and sixpence for every fifty pounds and two shillings and sixpence for every additional fifty pounds or fraction of fifty pounds Such last-mentioned duty to be calculated on the amount due by virtue of such mortgage at the time of such transfer or release as aforesaid.

For the registration of any deed or instrument under the provisions of the "Real Property Act" not otherwise stamped - - - 0 2 6

Policy of Insurance against risk of loss or damage by fire or other casualty to any property on land—For every £100 insured for any period above six months - - - 0 1 0

For every £100 insured for six months or any period under six months - - - 0 0 6

Policy of Insurance or other instrument whereby any insurance shall be made upon any ship or vessel or upon any goods merchandise or other property on board of any ship or vessel or upon the freight thereof—covered by a time policy for any period exceeding three months - - - 0 2 6

And for all other policies—for every sum of £100 and for every fractional part of £100 - - - 0 1 0

Exemptions from the preceding duties on policies of in-

surance—All life policies issued under the provisions of the Act 29 Vic. No. 18. £ s. d.

Progressive Duty that is to say—Where any deed or instrument chargeable with any stamp duty under this Act together with any schedule receipt or other matter put or indorsed thereon or annexed thereto shall contain two thousand one hundred and sixty words or upwards then for every one thousand and eighty words over and above the first one thousand and eighty words there shall be charged the further progressive duty following that is to say—Where such deed or instrument shall be chargeable with any *ad valorem* stamp duty or duties not exceeding in the whole the sum of five shillings a further progressive duty equal to the amount of such *ad valorem* duty or duties and in every other case a further progressive duty of - - 0 5 0

Promissory Notes. (See “Bills of Exchange.”)

Promissory Notes payable to the bearer on demand issued within the Colony of Queensland by any bank or banking company at the rate of for every one hundred pounds of the average annual amount in circulation as certified under 4 Victoria No 13. - - - - - 3 0 0

Receipt or discharge given for any sum of money for twenty shillings and upwards - - - - - 0 0 1

Exemptions from the preceding duties on receipts—Receipts given for or upon the payment of money to or for the use of Her Majesty. Receipts endorsed upon any instrument duly stamped under this Act acknowledging the receipt of the consideration money therein expressed. Acknowledgment given for money deposited in any banks to be accounted for Provided that this exemption shall not extend to receipts or acknowledgments for sums paid or deposited for or upon any letters of allotment of shares or in respect of calls upon any scrip or shares of or in any joint stock or other company or intended company which said last mentioned receipts or acknowledgments by whomsoever given shall be liable to the duty charged upon receipts. All receipts for money withdrawn by depositors from the Government Savings Banks All receipts or discharges given by any seaman labourer or menial servant for the payment of wages.

Transfer of any run or station held under lease or promise of lease or license from the Crown or of any interest therein where the declared value

£ s. d.

of the said run or station or interest or the value thereof assessed as in this Act provided shall not exceed £100 - - - - -

0 10 0

And where such value shall exceed £100 then for every £100 and any fractional part of £100 -

0 10 0

Exemptions from the preceding duties on transfers of runs or stations—Transfers of runs or stations mortgaged at the time of such transfer where the proper stamp duty has been levied on the instrument or instruments effecting such mortgage or mortgages and when the sum or sums of money by way of consideration expressed in such instrument or instruments equals or exceeds the value of the run or station as declared in accordance with the provisions of this Act When the consideration money expressed in such instrument or instruments of mortgage as aforesaid is less than the value of the run or station as declared in accordance with the provisions of this Act the duty levied upon any transfer of such run or station shall be calculated as upon the difference between the consideration money expressed in the instrument or instruments of mortgage as aforesaid and the value of the run or station declared as aforesaid.

Transfer of any share or shares in the stock and funds of any corporation company or society whatever in Queensland upon sale thereof—

Where the purchase or consideration money therein expressed shall not exceed £50 - - -

0 2 6

Exceeding £50 and not exceeding £100 - - -

0 5 0

For every additional £50 or fractional part of £50

0 2 6

SCHEDULE II.

Containing the Duties on Probates of Wills and Letters of Administration and on Legacies and Successions to Real and Personal Estate.

Probate of a will and letters of administration with a will annexed where the effects as sworn to by the executor or administrator shall be—

Under the value of £50 - - - - -

0 10 0

Ditto £100 - - - - -

1 0 0

Above the value of £100 and under £200 - - -

2 0 0

Ditto £200 Ditto £300 - - -

3 0 0

Ditto £300 Ditto £400 - - -

4 0 0

Ditto £400 Ditto £500 - - -

5 0 0

And above £500 one per cent.

Letters of Administration without a will annexed where the effects as sworn to by the administrator shall be—Under the value of £50 - - -

0 15 0

Ditto £100 - - - - -

1 10 0

					£	s.	d.
Above the value of £100 and under £200	-	-	-	-	3	0	0
Ditto £200 Ditto £300	-	-	-	-	4	10	0
Ditto £300 Ditto £400	-	-	-	-	6	0	0
Ditto £400 Ditto £500	-	-	-	-	7	10	0
And above £500 one and a-half per cent.							

QUEENSLAND CARRIERS' ACT.

WHEREAS it is expedient to amend the law relating to carriers—
Be it therefore enacted by the Queen's Most Excellent Majesty
by and with the advice and consent of the Legislative Council
and Legislative Assembly of Queensland in Parliament assembled
and by the authority of the same as follows—

1. The Act twenty-five Victoria number eighteen being
“The Carriers' Act of 1861” is hereby repealed.

2. If any person being a carrier or other bailee of working
bullocks working horses drays gear harness or other goods or
chattels under any agreement to re-deliver the same at any
specified time shall without just or reasonable cause refuse to
deliver the same or any part thereof according to the terms of
such agreement upon demand made by the owner or his agent
it shall be lawful for any two or more justices in petty sessions
assembled upon proof of such demand and refusal to order
the delivery of such working bullocks working horses drays
gear harness or other goods or chattels by such carrier or other
bailee and if he shall fail to obey such order and shall not deliver
the goods or chattels he shall be guilty of a misdemeanor and
upon conviction thereof before any two or more justices afore-
said shall be imprisoned and kept to hard labour for any period
not exceeding three months. Provided that nothing in this
Bill shall bar any such owner or agent as aforesaid from his
remedy by civil action for recovery of any such working bul-
locks working horses drays gear harness or other goods and
chattels as aforesaid.

3. If any carrier for hire having goods or chattels in charge
under any agreement to convey the same to any place shall
refuse or shall wilfully delay to convey the same according to
such agreement it shall be lawful for any two or more justices
upon proof of such refusal or wilful delay to order that such
goods and chattels be delivered to the owner thereof or his
agent and to award to either party any amount by way of
fine or compensation that to the said justices shall seem reason-
able and just.

4. It shall not be lawful for any person to carry for hire beyond the boundaries of a municipality unless he shall have first obtained from a court of petty sessions a license in the form in the schedule hereto annexed for each dray waggon or other vehicle to be used by him in carrying for hire and such license may be granted to any person on payment of the sum of twenty shillings and such license shall continue in force until the thirty-first day of December next after the issuing thereof. Provided always that any person carrying for hire without having obtained such license shall on conviction thereof be liable to a penalty not exceeding five pounds.

5. It shall not be lawful for any court of petty sessions to grant a license under this Act for any dray waggon or other vehicle unless it be fitted with a sufficient number of sound and properly constructed breaks.

No dray waggon or other vehicle that may be licensed as aforesaid shall be used or employed unless or until there shall be truly painted in words at length and in legible and conspicuous letters one inch at the least in height and of a proper and proportionate breadth and in colour different from and opposite to the colour of the ground on which such letters shall be painted upon some conspicuous part of each side of such dray waggon or other vehicle and clear of the wheel or wheels thereof so that the same shall be at all times plainly and distinctly visible and legible the number of the license for the same the christian name and surname of the proprietor thereof and the name of the district wherein the said license has been granted and if any carrier for hire as aforesaid shall use or employ his licensed dray waggon or other vehicle upon which all such particulars as aforesaid shall not be truly painted in such legible and conspicuous letters and in manner aforesaid or in case such particulars or any of them shall be partially obliterated or defaced from or upon any such dray waggon or other vehicle then if any such person shall neglect to paint or cause to be painted again in manner aforesaid every particular so obliterated or defaced such person so offending in any of the cases aforesaid shall forfeit any sum not exceeding five pounds.

7. Every license to be granted under this Act shall specify the gross weight that may be laden and carried on the dray waggon or other vehicle in respect of which the license is issued and any person who shall carry on a licensed dray waggon or other vehicle a greater load than is authorised by the license shall upon being convicted thereof be liable to a penalty not exceeding five pounds.

8. It shall not be lawful for any person to draw along the ground any tree log timber or other material attached to any

dray waggon or other vehicle upon any public road and any person so offending and being convicted thereof shall for every such offence be liable to a penalty not exceeding five pounds.

9. If any animal shall die or be accidentally killed beyond the boundary of any municipality and within a quarter of a mile of any public road and the owner or person in charge thereof shall not immediately cause such animal to be removed not less than a quarter of a mile from the said road or shall not immediately destroy or cause such animal to be destroyed by fire upon the spot he shall forfeit and pay for every such offence any sum not exceeding five pounds.

10. Whosoever shall unlawfully and maliciously deface or injure or shall cut down burn or otherwise destroy any survey mark or any mile post or tree or any direction post board or tree or any public notice or placard shall upon being convicted thereof be liable to a penalty not exceeding five pounds.

11. Whosoever shall by carelessness in the use of fire or other negligence in anywise injure or destroy any bridge or culvert (whether over any stream of water or not) or any approach thereto or any causeway or crossing along or over any public road shall upon being convicted thereof be liable to a penalty not exceeding twenty pounds.

12. Whosoever shall light a fire under any wooden bridge or wooden culvert over upon or under any road shall on being convicted thereof be liable to a penalty not exceeding five pounds.

13. In all cases where by any law now in force tolls are authorised to be demanded and taken at any turnpike gates in the said colony it shall be lawful for the Governor with the advice of the Executive Council by any proclamation to be issued by him to alter or vary any such tolls any law or statute to the contrary notwithstanding.

14. All offences against this Act may be heard and determined in a summary way before any two or more justices in petty sessions assembled and all penalties forfeitures and fines inflicted and imposed under this Act shall be paid forthwith or within such time as the justices convicting shall order and direct and in default of such payment shall be levied by distress and sale of the goods and chattels of the party or parties offending and in every such case where sufficient distress shall not be found and such penalties forfeitures and fines shall not be forthwith paid it shall be lawful for such justices as aforesaid to commit such offender or offenders to gaol for any period not exceeding six months unless the sum to be levied together with the costs shall be sooner paid.

15. No proceedings under this Act shall be removed by

certiorari or otherwise into the Supreme Court and all forms of information summons warrants orders and convictions under this Act may be prepared in the form given in the Act of the Imperial Parliament passed in the session of the eleventh and twelfth years of her Majesty's reign intituled "An Act to facilitate the performance of the duties of justices of the peace out of sessions within England and Wales with respect to summary convictions and orders" Provided always that such proceedings shall not be invalidated if prepared in any other form that shall substantially meet the merits of the case.

16. The word animal shall for the purposes of this Act be held to include horses cattle sheep pigs calves lambs goats and dogs.

17. This Act shall commence and take effect from and after the first day of January one thousand eight hundred and sixty-seven and be styled and may be cited as "The Carriers' Act of 1866."

SCHEDULE.

QUEENSLAND }
TO WIT. }

Whereas A. B. the proprietor of a certain dray waggon (*or other vehicle as the case may be*) hath applied to us the undersigned justices of the peace assembled in petty sessions for the district of _____ to grant to him a license to trade as a common carrier and to use and employ the said dray waggon (*or other vehicle*) in the carriage and conveyance of goods and whereas after due inquiry we are satisfied that the said dray waggon &c. is fitted with a sufficient number of sound and properly constructed breaks Now we the justices as aforesaid do hereby in pursuance of the authority vested in us by the "Carriers' Act of 1866" authorise and license the said A. B. to trade as a common carrier and to carry and convey on and by the said dray waggon (*or other vehicle*) any load not exceeding _____ pounds gross weight.

This license to remain in force until the thirty-first day of December next.

Given under our hands this

day of

A. D.

E. F. }
G. H. }

Justices of the Peace.

QUEENSLAND LAND LEASING ACT.

WHEREAS it will be of public advantage that waste lands of the Crown situate more than two miles from the boundary of any town should be leased upon the terms and subject to the conditions hereinafter specified and that the lessees should be enabled to purchase the lands so leased as hereinafter provided Be it therefore enacted by the Queen's Most Excellent Majesty by and with the advice and consent of the Legislative Council and Legislative Assembly of Queensland in Parliament assembled and by the authority of the same as follows—

1. All such Crown lands as shall have been surveyed in portions of thirty acres or upwards and have been offered for sale by auction and neither sold at auction nor purchased by selection within thirty days after being offered for sale by auction shall be open to lease by the first applicant excepting only such Crown lands situate within two miles at the least from the nearest part of the boundary of any town or village now or hereafter to be proclaimed.

2. So soon as any lands shall become open for lease as aforesaid it shall be lawful for any person to apply to the land agent within whose district such land is situate to be declared the lessee of any portion or portions of land so open to selection and in case there shall be but one applicant for any such land such sole applicant shall be declared the lessee.

3. In case there be two or more applicants for the same land at the same time the applicant who shall offer and pay the highest premium over and above the rent shall be declared the lessee.

4. Applications for leases shall be made in the form contained in the schedule to this Act and applicants shall at the time of making application pay to the land agent in cash or in land orders issued in favour of applicant the full amount of one year's rent.

5. The person declared lessee shall receive from the land agent a lease in such form as the Governor in Council shall appoint and shall sign a duplicate lease which shall be forwarded by the land agent to the office of the Surveyor-General.

6. Every such lease shall be made subject to the following conditions—

- (1). The term thereof shall be for eight years inclusive commencing from the first payment of rent.
- (2). The yearly rent shall be at the rate of two shillings and sixpence per acre when the upset price of the land or the sum for which it is open to purchase by selection is twenty

shillings per acre but if the upset price of such land or the price at which such land is open to purchase by selection be higher than twenty shillings per acre then the rent shall be increased in proportion.

(3). The rent for the second and each succeeding year shall be paid in cash in advance to the Treasury at Brisbane on or before the first day of January and in default of such payment in advance the lease shall be forfeited and the land and all the improvements thereon shall revert to the Crown but the lessee may defeat such forfeiture by paying into the Treasury at Brisbane in cash within ninety days of such original rent day a sum equal to the annual rent together with an additional sum equal to one-fourth part thereof by way of penalty but in the default of such payment of rent and penalty within ninety days the lease shall be absolutely forfeited and the lessee and any person claiming under him who shall thereafter remain in possession or intrude upon the land in such lease shall be deemed a trespasser upon Crown lands and may be removed in the manner provided by law. Provided always that when the lease of any lands shall have been forfeited as aforesaid such lease shall be put up for sale by auction within sixty days of such absolute forfeiture and the residue of the proceeds of such sale shall after paying the arrears of rent and fine with all expenses incurred by such sale be paid to the lessee his executors or administrators.

(4). So soon as the lessee shall have made the eighth payment of rent as aforesaid he shall be entitled to a deed of grant in fee-simple subject however to the payment of the fees chargeable on the issue of deeds of grant.

(5). If at any time during the term of such lease the lessee shall pay in cash or land orders into the Treasury at Brisbane the rent for the unexpired portion of such term he shall be forthwith entitled to a deed of grant in fee-simple subject however to the payment of the fees chargeable on the issue of deeds of grant.

7. It shall not be lawful for any one person co-partnership or company to become the lessee in any one year of more than two thousand five hundred and sixty acres.

8. It shall not be lawful for the lessee of any such lease or any person claiming through or under him to transfer assign or encumber the same without registering the same in the office of the Surveyor-General and any transfer assignment or encumbrance made or attempted to be made without such registration shall be absolutely void and of no effect.

9. A fee of ten shillings shall be paid upon every transfer

assignment or encumbrance of any lease issued under this Act.

10. It shall not be lawful for any lessee under the provisions of this Act to claim damages for any stock impounded for trespass on his leased land unless such trespass shall have been committed on land surrounded by a fence.

11. All lands remaining unleased for the space of three years after the same shall have been first open for lease shall as soon as conveniently may be thereafter be brought forward for sale by auction as Crown lands in the same manner as if they had never been open for lease except that it shall not be necessary in any such case to re-survey such lands nor to deposit or issue fresh maps or plans of the same.

12. All lands in agricultural reserves which shall have been or may hereafter be proclaimed as open for selection and have remained so open and unselected for one calendar month shall be open to lease by the first applicant under the terms and conditions specified in the seventh clause of this Act. Provided only that if taken up on lease they shall be subject to the same condition and restriction as to cultivation and quantity as if they were selected by purchase.

13. In the event of any Crown lands being resumed the lessees shall be compensated by a proportionate reduction of their rent.

14. So much of the seventh clause of the "Agricultural Reserves Act of 1863" as requires residence on and fencing of selections is hereby repealed and also the Act 29 Victoria number twenty-one.

15. All lands leased under this Act shall be subject to the provisions of the "Fencing Act of 1861."

16. This Act may be cited for all purposes as the "Leasing Act of 1866."

SCHEDULE.

Application to Lease Lands.

To the Land Agent at

Sir

I hereby apply to be declared and entered as lessee under the "Leasing Act of 1866" of the allotment of land specified below.

I herewith tender you the sum of _____ as the first year's rent payable in advance for the said land at the rate of _____ per acre.

And I agree to all the conditions and restrictions of the said Act so far as the same apply to the said land.

County

Parish

Date of proclamation

Number of allotment

(Special mark if any of subdivision)

Area of allotment a. r. p.

Rent thereon at per acre £ s. d.

I am Sir

Your obedient servant

Land Agent

Received and accepted this day of 18 at o'clock.

MASTERS' AND SERVANTS' ACT.

WHEREAS the laws now in force in the Colony of Queensland relating to masters and servants are insufficient and it is expedient to make further and better provision in that respect Be it therefore enacted by the Queen's Most Excellent Majesty by and with the advice and consent of the Legislative Council and Legislative Assembly of Queensland in Parliament assembled and by the authority of the same as follows—

1. From and after the commencement of this Act the Act of the Legislature of New South Wales passed in the twentieth year of Her Majesty Queen Victoria intituled "An Act to regulate the Law between Masters and Servants" shall be and the same is hereby repealed within the said Colony of Queensland except as to any matter or thing done or commenced to be done and as to any contract or agreement already entered into under or by virtue of the same and any offence already committed and any penalties or forfeitures already incurred or which may be incurred under any such contract or agreement shall and may be punishable and recoverable under the said Act as if the same had not been repealed.

2. The following words and expressions in this Act shall have the meaning hereby assigned to them unless there be something in the subject or context repugnant to such construction—

The word "master" shall extend to and include all employers male or female of servants and also agents superintendents overseers or other persons acting for or on behalf of any employer

The word "servant" shall include all agricultural and other labourers shepherds watchmen stockmen grooms all domestic and other servants artificers journeymen handicraftsmen miners gardeners vinedressers splitters sawyers fencers shearers sheepwashers reapers mowers haymakers hired and engaged in this colony either by verbal or written contract and either for a time or for piecework and all such persons as aforesaid engaged in the United Kingdom of Great Britain and Ireland or in any of the British Colonies in the British East India possessions or in foreign countries by indenture or other written agreement

The word "justice" and "justices in petty sessions" shall mean any police magistrate or any two or more justices of the peace assembled and acting in petty sessions and in open court in the district or place nearest to the district or place where the matter requiring the cognizance of such justices arises or where the master and the servant are residing or sojourning when the complaint is made

The word "cattle" shall include cows bulls bullocks heifers steers calves horses mares colts fillies foals asses mules sheep lambs goats and swine

3. If any servant shall agree with any person to serve him for any time or in any manner and shall not enter into his service or commence his work according to his agreement (such agreement if in writing being signed by the parties thereto or if by parol being made in the presence of a witness) or if any servant having entered into such service or commenced such work shall absent himself therefrom without reasonable cause before the term of his agreement shall have expired or before the work agreed for shall be completed (whether such agreement shall be in writing or not in writing) or shall refuse or neglect to fulfil the same such offender upon being lawfully convicted thereof shall forfeit and pay any sum of money not exceeding twenty pounds and in default of payment the same shall be levied by distress and sale of the goods and chattels of the offender and in case no sufficient distress can be found whereon to levy the fine and costs the offender shall be imprisoned for any period not exceeding three months or in lieu thereof at the discretion of the convicting justices such offender shall forfeit the whole or such part of the wages then due as the said justices shall think fit not exceeding the amount of the penalty and costs imposed by the said justices.

4. If any servant after having entered into any agreement either written or parol with any master to serve him for any time or in any manner shall obtain from such master any advance of money or goods on account of the wages for which

he shall have so agreed to serve and shall after obtaining the same neglect or refuse without reasonable cause forthwith to go to the place at which he shall have so agreed to serve or to perform the work he shall have so agreed to perform to the extent of the advance of wages so made such servant so offending shall upon being lawfully convicted thereof be imprisoned with or without hard labour for any term not exceeding three months.

5. If any servant shall wilfully or negligently spoil or destroy any goods wares work or materials for work committed to his charge or care or shall wilfully or negligently abandon lose or injure any cattle or other property belonging to or in the charge of his employer every such offender being thereof lawfully convicted shall forfeit and pay reasonable compensation for such cattle or property so spoiled destroyed injured lost or abandoned as aforesaid and in default of payment or satisfaction of such damages shall be committed to gaol by the convicting justices for any period not exceeding three months with or without hard labour at the discretion of such justices Provided that in all cases of injury under this clause where any compensation shall be assessed against any such offender the mode of satisfying the same may be by distress and sale of the goods and chattels of the offender and in case no sufficient distress can be found whereon to levy the compensation awarded and costs the offender shall be imprisoned for any period not exceeding three months or shall forfeit the whole or such part of the wages then or thereafter to become due as the said justices shall think fit not exceeding the amount of the said compensation and costs but nothing herein contained shall extend to relieve such servant from any action for the recovery of so much of the said compensation and costs as shall not be satisfied by the said forfeiture.

6. If any servant shall during the continuance of his agreement wilfully and unlawfully absent himself from his service without leave the period of such absence shall not in any case be taken into account in estimating his time of service under his agreement and his agreement shall be held to continue in full force beyond the time originally stipulated for a period equal to the term of such absence nor shall any servant so absenting himself or being imprisoned be entitled to claim any wages for or during the period of such absence or imprisonment.

7. If any person or persons shall wilfully pretend or falsely assert in writing that any servant has been hired or retained for any period of time or in any station or capacity other than that for which or in which he shall have been hired or retained

or shall wilfully pretend or falsely assert in writing that any servant was discharged or left his service at any other time than that at which he was discharged or actually left such service or that any other such servant had not been hired or employed in any previous service contrary to truth then and in any such case such person or persons on conviction thereof shall forfeit and pay any sum of money not exceeding twenty pounds and in default of payment be imprisoned for any period not exceeding three months.

8. Any servant or other person who shall forge or knowingly use any forged certificate purporting to be a discharge of any person or persons from any service shall be guilty of a misdemeanour and shall be liable to imprisonment with or without hard labour for any period not exceeding three months.

9. In any claim for unpaid wages it shall be lawful for any justice where or near to the place where the service shall have been performed or where or near to the place where the person or either of the persons upon whom the claim is made shall be or reside upon complaint made to such justice by such servant or on his behalf to summon such person or persons to appear before the justices in petty sessions to answer such complaint and the justices there assembled are hereby empowered to examine the parties and their respective witnesses (if there be any) touching the complaint and the amount of wages due and to inspect any agreement or duplicate copy thereof if produced and to make such order for payment of the said wages with the costs incurred by the servant in prosecuting such claim or any damages the servant may have sustained by the neglect of his master to pay the wages so found to be due as shall to such justices appear reasonable and just and in case such order shall not be forthwith obeyed it shall be lawful for such justices to issue their warrant to levy the amount of wages awarded to be due by distress and sale of the goods and chattels of the person on whom such order for payment shall be made and all the costs charges and expenses including the damages incurred by the servant in the making and prosecuting the complaint as well as the costs and charges of the distress and levy and if such levy cannot be made or shall prove insufficient then such justices are hereby empowered to cause the person upon whom the order shall be made to be apprehended and committed to gaol there to remain for any period not exceeding three months unless payment shall be sooner made of the amount of the wages so awarded and of all costs charges and expenses attending the recovery thereof or until his estate shall have been sequestrated as insolvent according to law.

10. It shall be lawful for any justice residing within the district in which any servant is or has been employed upon the complaint of such servant touching or concerning the non-payment of his wages to summon the agent manager or overseer of his master to be and appear before the justices in petty sessions and the justices then assembled may hear and determine the matter of the complaint and make an order for the payment by such agent overseer or manager to such servant of so much wages as to such justices shall appear to be justly due and in case of refusal or non-payment of any sum so ordered to be paid by such agent overseer or manager or in case such agent overseer or manager shall neglect or refuse to give a draft or order on his master or employer for such sum as the justices have awarded with costs then such justices shall and may issue their warrant to levy the same by distress and sale of the goods and chattels of such master or employer.

11. When any wages shall be paid to any servant by any cheque draft order or note in writing upon any bank or any person out of the Colony exchange at the rate of one per centum on amounts under fifty pounds and over that sum at the rate of one-half per centum shall be added to the amount of such wages.

12. When any wages shall be paid to any servant by any cheque draft order or note in writing upon any bank or any person and the same shall be dishonoured no servant shall thereby be deprived of any remedy given to him by this Act for the recovery of his wages but every such servant shall be entitled to recover such reasonable damages as he may have sustained in consequence of the dishonour of such cheque draft order or note and such damages shall be recoverable as wages due to such servant in the same way that wages are hereinbefore directed to be recovered.

13. If any master shall unlawfully detain or refuse to deliver the clothes wearing apparel bedding tools or any goods in his possession belonging to any servant it shall be lawful for any justice to inquire into the matter of such detention or refusal on oath in a summary way and to make an order for the delivery within such reasonable time as he may appoint of such clothes apparel bedding tools or other property and if any master shall refuse or neglect to obey such order he shall forfeit and pay a penalty not exceeding five pounds for every such offence and it shall be lawful for such justice by warrant under his hand to cause such effects to be seized and delivered over to such servant.

14. If any person shall conceal employ or retain or assist in

concealing employing or retaining any servant who shall have deserted from the service of any master or otherwise absconded or absented himself from service knowing such servant to have deserted or otherwise absconded or absented himself from his service or shall cause induce or persuade any such servant by words or by any other means whatsoever to violate or attempt to violate any agreement (whether in writing or not in writing) which he may have entered into to serve with any master the person so offending shall for every such offence upon conviction thereof forfeit and pay a penalty not exceeding twenty pounds or in case of non-payment thereof it shall be lawful for the convicting justices to commit the person so offending to any gaol for any term not exceeding three months the said commitment to be determined on payment of the penalty and costs.

15. It shall be lawful for any two or more justices in any case to hear and determine in a summary manner any complaint difference or dispute which may arise between any such servant and his master and to make such order or award against either party as to such justices shall seem meet and every such order or award to enforce by cancelling the indenture or agreement between the parties if the justices shall think fit or by imposing on either party a fine or penalty proportionate to the offence but not exceeding the sum of twenty pounds and in default of payment by execution against the goods effects or other property of the party against whom such order or award shall be made or in default of sufficient distress by arrest and imprisonment of such party for any time not exceeding three months.

16. All offences under this Act shall be heard and determined in a summary way before any police magistrate or two or more justices in petty sessions assembled as by law or this Act is or shall be provided. And no proceeding under this Act shall be removed by certiorari into the Supreme Court and all the forms of information summons warrants orders and convictions under this Act may be prepared in the form required by the Act of Parliament passed in the session of the eleventh and twelfth year of the reign of Her Majesty Queen Victoria intituled "An Act to facilitate the performance of the duties of Justices of the Peace out of Sessions within England and Wales with respect to Summary Convictions and Orders" and no proceedings under this Act shall be invalidated if prepared in any other form which may substantially meet the merits of the case. Provided always that no warrant shall issue for the apprehension in the first instance of any person against whom any charge may be made under the provisions of this Act un-

less it be made to appear on oath to the satisfaction of the justice before whom the complaint is preferred that the complainant has reasonable cause to believe that the defendant has absconded or removed or is about to abscond or to remove from his usual place of abode or from the district or place in which he has usually resided and that the complaint of the party making the charge may be thereby defeated. Provided also that in any case where the presence of one or more justices is required by this Act it shall be lawful if the attendance of two justices cannot be obtained for one justice by the consent of both parties to hear and determine the matter in question and the decision of such justice shall be final and conclusive between the parties.

17. It shall be lawful for any clerk of petty sessions to issue his summons in any case of complaint under this Act made to him personally by either master or servant and every such clerk of petty sessions is hereby authorised to receive such complaint and in his discretion having reduced the same to writing and obtained thereto the signature of the person complaining to issue his summons in the same form and manner as if the same had been issued by a justice of the peace and the same shall have the same force and effect as if made and issued by any such justice.

18. Any complainant or defendant under this Act may be examined as a witness in any case. And in prosecuting any offence under this Act it shall not be necessary for the purpose of proving the execution of any agreement to call any subscribing or attesting witness thereto or to account for the absence or to prove the handwriting of any such subscribing or attesting witness but every agreement may be proved in like manner as if there were no subscribing or attesting witness thereto.

19. In the case of any prosecution instituted or of proceedings taken upon any summons under the provisions of this Act it shall be lawful for the justices before whom the same shall be tried to assess the expenses attendant upon the same and the amount so assessed shall be paid by the complainant if he shall abandon or shall fail to establish the case or by the defendant if convicted or if the justices shall see fit they may order each party to pay half the expenses and in default of payment the amount shall be levied by distress and sale of the goods and chattels of the person failing to pay and in case no sufficient distress can be found whereon to levy the said amount the person so failing to pay may be imprisoned for any period not exceeding three months.

20. If in any case under this Act a fine or penalty leviable by distress shall have been imposed upon any person and the

convicting justices shall be satisfied upon hearing evidence that the person upon whom the said fine or penalty has been imposed has no sufficient goods and chattels whereon the same may be levied or that he has no settled place of abode or is about to leave his last or usual known place of abode it shall be lawful for the said justices to order immediate payment of the said fine or penalty and if the same be not then paid to commit such person to gaol for any period not exceeding three months or if such person be a servant and it shall appear to the justices that there is any money due to him on account of wages they may order the amount of such fine or penalty to be paid out of the money so due to him.

21. If any person convicted of any offence or subjected to any penalty under this Act before or by any justices shall think himself aggrieved by the judgment of such justices he may appeal to the next court of general and quarter sessions which shall be held for the district or place wherein or nearest to which such offence shall have been committed or penalty incurred or he may appeal to a judge of the Supreme Court sitting in chambers in Brisbane or on circuit and the execution of every judgment so appealed from shall be suspended in case the person so convicted shall immediately before such justices give notice of his intention to appeal and shall within ten days after enter into a bond to Her Majesty in the penal sum of double the amount of the penalty so incurred or forfeited or if such conviction contain a judgment of imprisonment shall within ten days enter into a recognizance before any two justices himself in the penalty of twenty pounds with two sufficient sureties in the penalty of ten pounds each which bond or recognizance respectively such justices are hereby authorised and required to take and every such bond or recognizance shall be conditioned to prosecute such appeal and to be forthcoming to abide the judgment and determination of the said court of general and quarter sessions or judge and to pay such costs as the said court or judge shall award. Provided always that pending the production of such sureties the penalty appealed from shall be enforced by imprisonment. And the justices in such general and quarter sessions assembled or the said judge are hereby authorised and required to hear and determine the matter of the said appeal and to award such costs as to them shall appear just and reasonable to be paid by either party and such decision shall be final between the parties to all intents and purposes and if upon hearing the said appeal the judgment of the justices before whom the appellant shall have been convicted shall be affirmed such appellant shall forthwith pay the forfeiture and penalty if any mentioned in such conviction and

the costs awarded to be paid by him or if such conviction contains a sentence of imprisonment the appellant shall be committed by the said court or judge to gaol according to such conviction and for the space of time therein mentioned And if the penalty incurred or the costs awarded by the said justices be not then paid it shall be lawful for the said justices to commit the person failing to pay to gaol for any period not exceeding three months unless the same be sooner paid.

22. No conviction order or award shall be made or had under this Act unless complaint be made within six months from the time when the offence breach of agreement or cause of complaint was committed or arose.

23. No action at law shall lie against any such justice or justices of the peace for any matter or thing which may be done or commanded to be done by him or them in pursuance of this Act unless there be direct proof of corruption or malice and unless such action be commenced within six months after the cause of action or complaint shall have arisen and if any justice or justices shall be sued for any matter or thing done in pursuance of this Act he or they may plead the general issue and give this Act and the special matter in evidence.

24. Nothing in this Act shall authorise the imprisonment of any female.

25. In cases where the nearest gaol may be at a distance greater than thirty miles the nearest lock-up or watchhouse may be used as a gaol under this Act Provided always that nothing herein contained shall authorise the imprisonment in such public lock-up or watchhouse of any person under this Act for a longer period than fourteen days.

26. This Act may be cited as the "Masters and Servants Act of 1861."

POSTAL INFORMATION.

LOCAL REGULATIONS.

ALL letters received in this Colony from *any* part beyond the seas, that have not been regularly posted at the place of despatch, will be charged with the Colonial Ship Rates of Postage.

All letters posted in Queensland must be pre-paid by affixing thereon postage stamps of sufficient value. Any letter posted for delivery in the Colony will, if the postage stamps thereon

be not grossly deficient in value, be forwarded and charged with *double* the deficiency, but, if grossly deficient, the letter will be opened and returned to the writer.

Any letter posted for transmission to the United Kingdom will, if bearing at least a single rate of postage, be forwarded and charged with the postage deficient, and a single rate of postage as a fine ; but if not bearing a single rate of postage it will be opened and returned to the writer.

Letters posted for transmission to the neighbouring colonies, and to foreign countries and British Colonies generally, whether sent direct or through the United Kingdom, will invariably be opened and returned to the writers, unless they bear the *full amount* of postage payable thereon.

Any person can have a letter registered by affixing on it, by means of the proper stamps, the amount of the registration fee, in addition to the proper postage, and presenting it at a Post Office during office hours, when a receipt for the same will be given, and every precaution will be adopted to ensure its safe delivery by entering it on the letter bills, and obtaining a receipt for the same on delivery. As the Post Office, however, is not responsible for the loss of *any* letter, whether registered or otherwise, parties sending bank notes or drafts are advised to take the numbers and particulars, and to cut such notes or drafts in halves, and to send them by different posts. Letters on being re-directed are chargeable with a new and distinct rate of postage.

Inland letters must be posted half an hour previous to the time fixed for the despatch of mails ; but late letters will be received to within a quarter of an hour, upon a fee of a sixpenny stamp being affixed to each letter.

The mails for England are made up in Brisbane on or about the 20th of each month, in time to secure their arriving in Sydney before the 24th, the date on which the mail leaves for England.

The mails for New Zealand are despatched on or immediately before the 12th of each month. The mails for Victoria, South Australia, and Tasmania, are despatched, *via* Sydney, twice a week, or as often as a steamer leaves.

The Dead Letter Office is open from 10 a.m. to 4 p.m.

The country offices are open from 9 a.m. to 6 p.m., except when mails arrive at a later hour ; in which case they are open for half an hour after such arrival, but not later than 8 p.m.

LETTERS.

Town Letters.—Not exceeding $\frac{1}{2}$ oz., 1d. ; exceeding $\frac{1}{2}$ oz., but not exceeding 1 oz., 2d. ; exceeding 1 oz., but not exceed-

ing 2 oz., 4d. ; and so on, increasing 2d. for every additional ounce or fraction of an ounce.

Inland Letters.—Not exceeding $\frac{1}{2}$ oz., 2d. ; exceeding $\frac{1}{2}$ oz., but not exceeding 1 oz., 4d. ; exceeding 1 oz., but not exceeding 2 oz., 8d. ; and so on, increasing 4d. for every additional ounce or fraction of an ounce.

*Letters to British Colonies and Foreign Countries (except in special cases as given) :—*Not exceeding $\frac{1}{2}$ oz., 6d. ; exceeding $\frac{1}{2}$ oz., but not exceeding 1 oz., 1s. ; and so on, increasing 6d. for every additional $\frac{1}{2}$ ounce or fraction of $\frac{1}{2}$ ounce. No charge whatever is made on the above-mentioned letters on receipt in this colony, provided they have been duly posted. Arrangements have been made with the colonies of New South Wales, Victoria, South Australia, Western Australia, and Tasmania, for the delivery of such letters at their final destination without further charge. Letters sent *overland* to any of the neighbouring colonies are charged with the same rates of postage as when sent by sea.

*Letters to and from the United Kingdom :—*Not exceeding $\frac{1}{2}$ oz., 6d. ; exceeding $\frac{1}{2}$ oz., but not exceeding 1 oz., 1s. ; exceeding 1 oz., but not exceeding 2 oz., 2s. ; and so on, increasing 1s. for every additional ounce or fraction of an ounce. Letters forwarded *via* Marseilles are liable, *in addition*, to a rate of 4d. for every $\frac{1}{2}$ ounce weight, to cover the cost of transit through France. The above rates will be the entire amount charged upon letters sent to or from any part of the United Kingdom, or of the colony.

*Letters addressed to Officers serving on board any of Her Majesty's Ships on a Foreign Station, when sent through the United Kingdom :—*Not exceeding $\frac{1}{2}$ oz., 1s. ; exceeding $\frac{1}{2}$ oz., but not exceeding 1 oz., 2s. ; exceeding 1 oz., but not exceeding 2 oz., 4s. ; and so on, increasing 2s. for every additional ounce or fraction of an ounce.

*Seamen's and Soldiers' Letters :—*Letters sent to or by seamen and soldiers in Her Majesty's service will be transmitted within the colony, and between the colony and any Post Office in the British dominions, at a charge of *one penny*, provided that the following regulations are observed:—1st. Each letter must not exceed $\frac{1}{2}$ oz. in weight. 2nd. It must be superscribed with the name of the writer, his description or class in the vessel or regiment, and signed by the officer at the time in command. 3rd. The postage must be pre-paid. Any letter of this description posted or received in this colony, not in accordance with the foregoing regulations, will be treated as an ordinary letter.

Letters forwarded via the United Kingdom to Colonies and

Foreign Countries.:—All letters of this class paid in full are sent to the United Kingdom *viâ* Southampton, unless specially marked for transmission *viâ* Marseilles, in which case they must bear, in addition to the rates of postage, which may always be ascertained on enquiry, postage at the rate of 4d. for every $\frac{1}{2}$ oz. of their weight. Letters addressed to France and the Continent of Europe, and marked for transmission *viâ* Marseilles (Registered letters excepted, which must either be sent through the United Kingdom or by French Mail), are, unless specially marked for transmission *viâ* the United Kingdom, sent in the closed mail for Marseilles, and need only in that case bear the colonial ship rates of postage of 6d. the $\frac{1}{2}$ oz.

REGISTRATION OF LETTERS.

Registered letters for the British possessions in China, the Mediterranean, the West Indies, North America, Africa, and for St. Helena, Belgium, the Netherlands, and Spain, are charged 1s. for registration fee.

For Prussia, the German States, Hanover, Saxony, Mecklenburg Schwerin, Mecklenburgh Strelitz, Brunswick, Oldenburgh (Berkenfeld excepted), Anhalt, Austrian dominions, Servia, the Ionian Islands, Denmark, Moldavia, Wallachia, Turkey in Europe, Sweden and Norway, when these countries are *not* addressed *viâ* France the registration fee is 1s. ; and for any of the following countries, if specially addressed *viâ* Prussia, viz. :—Luxembourg, Baden, Bavaria, Wurtemberg, Sardinia, Switzerland, Papal States, and Greece—the registration fee is 1s. 3d.

For the United States the fee is 1s. 3d. under the $\frac{1}{2}$ oz. ; over the $\frac{1}{2}$ oz. and not above 1 oz., 1s. 5d.

For France and Algeria, or the following countries, the correspondence of which is forwarded through France, viz. :—the places in Turkey, Syria, or Egypt, at which France maintains Post Offices (including, among others, Alexandria, Beyrout, Tripoli, Smyrna, Constantinople, Verna, Galatz, and Trebizond), Luxembourg, Baden, Bavaria, Wurtemberg, Sardinia, Switzerland, Tunis, Tangiers, Tuscany, Parma, Modena, Papal States, Two Sicilies, and Greece ; and for the following countries, if specially addressed *viâ* France, viz. :—The Netherlands, Prussia, German States, Hanover, Saxony, Mecklenburg Schwerin, Mecklenburg Strelitz, Brunswick, Oldenburgh (Berkenfeld excepted), Anhalt, Austrian dominions, Servia, Denmark, Moldavia, Wallachia, Turkey in Europe (*viâ* Austria), Sweden, Norway, Poland, and Russia—the fee is 6d., and an additional amount exactly equal to the amount

of postage British and Foreign ; *i.e.*, the full amount of postage less the British and Colonial rate of 6d. the $\frac{1}{2}$ ounce.

For Russia and Poland, when letters do not exceed $\frac{1}{2}$ oz., the fee is 1s. 6 $\frac{1}{2}$ d.

The above-mentioned registration fees may be paid by means of ordinary stamps when the fee exceeds 1s., but not otherwise.

Letters for the Continent of Europe, viâ Trieste.—These letters will be forwarded by the mail contract packets *viâ* Suez, and the following rates will pre-pay them to Alexandria, whence they will be forwarded to their destination by the Austrian Government, and the foreign postage due thereon collected on delivery :—For a letter not exceeding $\frac{1}{2}$ oz., 1s. ; but not exceeding 2 ozs., 4s. ; and so on, increasing 2s. for every ounce or fraction of an ounce.

Letters viâ Callao and Panama.—Letters addressed to or through Great Britain by this route must bear, in addition to the ordinary postage rate, a 6d. stamp for every $\frac{1}{2}$ oz., in order to cover the New Granadian transit charge.

Letters for Syria and Turkey.—Letters addressed to Syria and Turkey will be sent *viâ* Alexandria and Jaffa (unless marked for transmission *viâ* the United Kingdom), and must bear, in addition to the Colonial Ship Rate of Postage of 6d. the half-ounce, postage according to the following rates, viz. :—Not exceeding $\frac{1}{2}$ oz., 5d. ; exceeding $\frac{1}{2}$ oz., but not exceeding 1 oz., 10d. ; exceeding 1 oz., but not exceeding 2 oz., 1s. 8d. ; and so on, increasing at the rate of 10d. for every additional ounce or fraction of an ounce.

Letters for Spain, Portugal, Madeira, &c.—Letters for Spain, Portugal, Madeira, the Azores, the Cape de Verde Islands, and other Portuguese possessions on the Coast of Africa, will (unless marked for transmission *viâ* the United Kingdom) be forwarded in the Mail made up for Gibraltar, and will in such case only be liable to the Colonial Ship rate of postage of 6d. the $\frac{1}{2}$ ounce.

NOTE.—Registered letters for Russia and Poland (if not sent through France), are liable to four Registration fees, viz. :—Colonial 6d. ; British, 6d. ; Prussian, 3d. ; Russian, 3 $\frac{1}{2}$ d. The three first fees do not increase, whatever may be the weight of the letter, but the latter fee of 3 $\frac{1}{2}$ d. increases as follows :—3 $\frac{1}{2}$ d. for half-an-ounce, 7d. for one ounce, and 7d. additional for every additional ounce or fraction of an ounce.

PACKETS AND BOOKS.

Packets for Gold transmitted within the Colony.—Not exceeding $\frac{1}{2}$ oz., 4d. ; exceeding $\frac{1}{2}$ oz., but not exceeding 1 oz., 8d. ; exceeding 1 oz., but not exceeding 2 oz., 1s. 4d. ; and so on, increasing 8d. for every additional ounce or fraction of an ounce.

Packets containing Bank Pass Books, &c.—Not exceeding 4 ozs., 2d. ; and 1d. extra for every additional 2 ounces or fraction of an ounce.

Bankers' parcels, containing pass books, sent by or to any bank or banker—Cases or covers enclosing maps or plans transmitted by or addressed to the Surveyor-General or Deputy Surveyor-General—Returns made from or to any department of the public service, pursuant to any law or duly authorised regulations—will be forwarded, closed against inspection, provided they bear on the outside a statement of the contents, subscribed with the name and address of the sender, that there shall not be in or upon any of the packets any letter or epistolary communication or intelligence, and that they do not exceed 16 ozs. in weight. (Except maps and plans, the weight of which may extend to 3 lbs.) If such packets, however, are posted in covers open at both ends, they need not bear the statement in question, and the weight of any such packet may be increased to 3 lbs., as they come under the head of book parcels.

Packets containing returns of births, baptisms, marriages, and deaths, may be transmitted unstamped, the postage being paid on delivery, if marked as containing such returns only, and signed by the clergyman or the district registrar transmitting them.

Packets open at each end, containing printed reports of the proceedings of any benevolent, religious, or charitable institutions, when posted at any Post Office for delivery at such office, or at any place within the limits of the city or town in which such Post Office is situated : Not exceeding 4 ozs., 1d. ; and for every additional 2 ozs. or portion of 2 ozs., 1d.

The same regulations apply to these packets as to those containing bank pass books, &c.

The postage on all the above packets, with the exception of returns of births, &c., must be pre-paid by stamps.

*Book Packets for Malta, Spain, Portugal, Madeira, the Azores, Cape de Verde Islands, and other Portuguese possessions on the coast of Africa and the United Kingdom :—*Not exceeding 4 ozs., 4d. ; not exceeding $\frac{1}{2}$ lb., 8d. ; exceeding $\frac{1}{2}$ lb., but not exceeding 1 lb., 1s. 4d. ; and so on, increasing 8d. for every additional $\frac{1}{2}$ lb. or portion of $\frac{1}{2}$ lb.

Packets of books and printed papers of every kind, posted in conformity with the regulations of the British Colonial Book Post, and addressed to the United Kingdom, may be forwarded in the closed mails despatched by way of Marseilles. The postage on such book packets, sent by the route to Marseilles, including the French Transit Rate, will be—not

exceeding 4 ozs., 6d. ; above 4 ozs., and not exceeding 8 ozs., 1s. ; above 8 ozs., and not exceeding 1 lb., 2s. ; above 1 lb., and not exceeding $1\frac{1}{2}$ lb., 3s. ; above $1\frac{1}{2}$ lb., and not exceeding 2 lbs., 4s. ; and so on, adding 1s. for each additional $\frac{1}{2}$ lb., or fraction of a $\frac{1}{2}$ lb. The postage must be pre-paid by means of postage stamps, and the value of the stamps affixed to a packet will be taken as an indication of the choice of route on behalf of the sender, *i.e.*, whether by Southampton or Marseilles.

Intercolonial Book Packets.—Not exceeding $\frac{1}{2}$ lb., 6d. ; exceeding $\frac{1}{2}$ lb., but not exceeding 1 lb., 1s. ; and so on, increasing 6d. for every additional $\frac{1}{2}$ lb. or portion of a $\frac{1}{2}$ lb.

Inland Book Packets.—Not exceeding 4 ozs., 2d., and 1d. extra for every additional 2 ozs. or fraction of 2 ozs.

The undermentioned articles may be transmitted as Book Parcels either within or beyond the Colony, viz. :—Books, Publications, and Works of Literature and Art. The following are included under the above heads, *viz.* :—All Books, whether printed, written, or plain, or any mixture of the three ; photographs upon paper, and printed circulars of every description ; publications or compilations, whether in print or in manuscript ; almanacs, prints, maps, whether on paper, or canvas, or cloth, and whether printed or written, or any mixture of the two ; and any description of paper, parchment, or vellum, whether printed, written upon, or plain, or any mixture of the three ; with any binding, mounting, or covering of or upon, or belonging to, any book, or publication, or work, or any portion thereof, or of or belonging to any paper, parchment, or vellum ; and any cases or rollers of prints, or maps, book-markers, pencils, pens, or other articles usually appertaining to any such book, publication, or work, paper, parchment, or vellum, or necessary for its safe transmission.

The following are the Rules which must be attended to in the transmission of Book Parcels :—1. No packet shall exceed two feet in length, breadth, or width.—2. No packet shall exceed three pounds in weight.—3. With the above limitations, a packet may contain any number of separate books, almanacs, maps, or prints, and any quantity of paper, vellum, or parchment.—4. Every packet shall be sent open at the ends or sides, and either without a cover or in a cover or envelope open at the ends or sides ; and there shall be no letter either closed or open, nor any enclosure, sealed or otherwise, closed against inspection, sent in or with any such packet ; nor shall there be any letter, or any communication in the nature of a letter, written or printed on the cover or envelope of any such packet.—5. The name and address of the sender may appear on the

cover, as well as those of the party addressed, but this is not indispensable.—6. Should a packet be posted unpaid, or with a prepayment of less than a single rate, or be enclosed in a cover not open at the ends or sides, or should it exceed the dimensions or weight specified, such packet will be sent to the Dead Letter Office, and returned to the writer.—7. Should any letter, whether sealed or open, or otherwise closed against inspection, be found in a Book Packet, such letter or other enclosure will be forwarded, charged not only with the postage due upon it as an unpaid letter, but also with an additional single Book Post Rate. The packet itself, in such case, will be forwarded, provided the postage shall have been duly paid, without any extra charge.—8. Where a Book Packet shall have been posted, and insufficiently pre-paid, and it shall appear that at least a single rate has been paid thereon, such packet will be forwarded, charged with an additional postage equal to the deficiency, and a further rate as a fine.

In cases where, from the arrival of Packet Ships from England, or from any other cause, the number of such Book Parcels is unusually large, the Postmaster, in order to prevent interruption to the punctual despatch to the ordinary Mails, is authorized to delay the transmission of such packets for three successive Posts.

NEWSPAPERS.

Newspapers are transmitted within the colony free of charge if posted within seven days from the date of publication; if posted after that period, they are subject to a charge of one penny.

Newspapers for the United Kingdom are chargeable with one penny each, if intended for transmission *via* Southampton; but with threepence if posted for transmission *via* Marseilles.

Newspapers for transmission to the Continent of Europe *via* Trieste, are chargeable with twopence each.

Newspapers for the neighbouring colonies, and for all places beyond the seas, not already specified, are transmitted free of charge if posted within seven days; and all newspapers from such places received in the colony are delivered without charge.

Newspapers for Syria and Turkey, when transmitted *via* Alexandria, are liable to the charge of one penny for every two ounces weight.

The Postage on all newspapers chargeable therewith must be paid by affixing on the newspapers stamps of sufficient value, and no newspaper will be forwarded unless it bears the full amount of postage.

MONEY ORDERS.

MONEY Orders may be obtained and made payable at the undermentioned places, on payment of the following charges :

QUEENSLAND.

MONEY ORDER OFFICES.—*Brisbane, Ipswich, Dalby, Gayndah, Gladstone, Maryborough, Rockhampton, Bowen, (Port Denison), Toowoomba, Warwick, Clermont, Condamine, Roma, Surat, Taroon, Mackay, Springsure, and Townsville.*—For any sum not exceeding £5, 6d.; exceeding £5, but not exceeding £10, 1s.

INTERCOLONIAL.

<i>Victoria</i>	}		<i>s. d.</i>
<i>South Australia</i>			
<i>New South Wales</i>		For any sum not exceeding £5	- 1 0
<i>New Zealand</i>		Exceeding £5, but not exceeding £10	2 0
<i>Western Australia</i>			

BRITISH.

At any Money Order Office in the United Kingdom.	}	For any sum not exceeding £5	- 2 0
		Exceeding £5, but not exceeding £10	5 0

No Money Order will be issued for a larger sum than Ten Pounds. Money Orders must be obtained between the hours of 10 a.m. and 3 p.m. The Money Order Office at the General Post Office will be kept open until 6 p.m. the day previous to the despatch of the Monthly Mail; but no Money Orders will be issued on the day of closing the mails for the United Kingdom, unless that mail should be despatched in the evening.

List of Money Order Offices in Victoria, South Australia, New South Wales, New Zealand, and the United Kingdom, may be seen, and further information obtained, at any Money Order Office in Queensland.

ARRIVAL AND DEPARTURE OF INLAND
MAILS.

Bowen to Nebo.—Leave Bowen, *via* the Don and Bogie Rivers, every alternate Wednesday at 6 a.m., and arrive at Strathmore on Thursday at 1 p.m. Leave at 2 p.m. same day *via* Sonoma, Exmoor, and Blenheim, and arrive at Nebo on Sunday at 6 p.m. The return mail leaves Nebo at 6 a.m. of the following Monday, arriving at Strathmore on Thursday at 1 p.m., and in Bowen at 6 p.m. on Friday.

Strathmore to Natal Downs.—A branch mail leaves Strathmore at the same time with the Nebo mail, and proceeding *via* Hidden Vale and Mount Wyatt reaches Mount McConnell at 6 p.m. on Friday. Leaves again at 6 a.m. on Saturday, and arrives at Natal Downs at 6 p.m. on Sunday. The return leaves Natal Downs at 6 a.m. on Monday, Mount McConnell at 6 a.m. on Wednesday, and arrives at Strathmore at 1 p.m. on Thursday in time for the main line mail for Bowen.

Mount McConnell to Bully Creek.—This mail leaves Mount McConnell at 8 a.m. on the Saturday after the arrival of the mail from Strathmore, and proceeding *via* Vine Creek and St. Anne's, arrives at Bully Creek on Sunday at 6 p.m. Starts to return on Monday at 8 a.m., and arrives at Mount McConnell at 6 p.m. on Tuesday. [NOTE.—It is probable that early in the year some important alterations will be made in this part of the route, and that the line will be carried further westward into the Thompson and Barcoo countries, and a branch of it to the Cape River gold diggings.—Ed.]

Nebo to Mackay.—A branch mail leaves Nebo for Mackay at 8 a.m. on the Tuesday after the arrival of the mail from Bowen, and arrives at its destination at 6 p.m. the following day. Leaves on its return at 8 a.m. on Saturday, and arrives at Nebo at 6 p.m. on Sunday.

Nebo to St. Lawrence.—This mail leaves Nebo at 8 a.m. on Tuesday and arrives at St. Lawrence at 4 p.m. on Thursday, going *via* Funnel Creek, Cardowan, and Lotus Creek. Leaves St. Lawrence at 8 a.m. the next morning, and arrives at Nebo at 4 p.m. on Sunday.

St. Lawrence to Rockhampton.—The mail leaves at 6 a.m. on the Friday morning, after the arrival of the mail from Nebo, arrives at Marlborough *via* Sowerby and Tooloomba at 8 p.m. of the same day. Starts again on Saturday at 8 a.m., and traveling *via* Princhester arrives at Yaamba at 6 p.m. on Saturday and at Rockhampton at 1 p.m. on Sunday. The return mail leaves Rockhampton on Monday, Yaamba on Tuesday, Marlborough on Wednesday, and arrives at St. Lawrence on Thursday in time for the Nebo and Bowen mail.

Nebo to Clermont.—Leaves Nebo at 6 a.m. on Monday after the arrival of the mail from Bowen, goes by way of Oxford Downs, Police Barracks, and Grosvenor Downs, arrives at Logan Downs at 6 p.m. on Tuesday. Leaves at 6 a.m. on Wednesday, and passing Tinwald Downs, Spring Diggings, and Wolfang, at 6 p.m. same day. It leaves Clermont on its return on Saturday at 6 a.m., Logan Downs at 6 a.m. on Sunday, and arrives at Nebo at 6 p.m. on Monday, twelve

hours after the departure of the mail for Bowen and the north.

Clermont to Rockhampton.—The mail leaves Clermont every Thursday at 6 a.m., Lillyvale at the same hour on Friday, arrives at Gainsford at 6 p.m. on Saturday. Leaves again at 8 a.m. on Sunday and arrives at Westwood at 6 p.m. of the same day. Leaves Westwood for Rockhampton on Monday at 3.30 p.m. and arrives at 5.30 p.m. The return mail leaves Rockhampton on Thursday at 8 a.m., Westwood at 10.30 a.m. of the same day, Gainsford at 8 a.m. on Friday, Lillyvale 6 a.m. on Monday, and arrives in Clermont at 6 p.m. same day.

Bowen to Dalrymple.—Leaves Bowen *via* Salisbury Plains every alternate Monday at 9 a.m., and arrives at Townsville every Wednesday at 6 p.m. Leaves Townsville at 6 a.m. on Thursday, and arrives at Dalrymple on Friday at 2 p.m. Starts again on Sunday at 6 a.m., arrives at Townsville on Monday at 1 p.m. Leaves again on Tuesday at 6 a.m. and arrives in Bowen at 6 p.m. on Friday. [It is likely that during the year a mail will be established between Dalrymple and the Cape River Diggings.—Ed.]

Dalrymple to Richmond Downs.—This mail leaves Dalrymple on Friday after the arrival of that from Bowen, and traveling *via* Reedy Lake, Southwick, James's, Gibson's, Anning Brothers', and Walpole's, arrives at Richmond Downs on the following Thursday at 6 p.m. The return mail leaves Richmond Downs on Friday at 6 a.m., and arrives at Dalrymple on Thursday at 6 p.m.

Richmond Downs to Burke Town.—Leaves Richmond Downs on the Friday after the arrival of the mail from Bowen *via* Dalrymple, and passing Sheaffe's, Anderson's, Henning's, Gibson's, Palmer's, Tooth's, Campbell's, Brodie's, Landsborough River Company's Station, and Macdonald's, arrives in Burke Town at 2 p.m. on Tuesday, the twelfth day after leaving Richmond Downs. The return mail starts on Saturday at 8 a.m., and arrives at Richmond Downs at 2 p.m. on Wednesday the twelfth day. The course of post from Bowen to Burke Town and back is 55 days.

Cardwell, Rockingham Bay to Lynde Station (M'Kinnon.)—This mail leaves Cardwell the first Friday in every month at 8 a.m.; arrives at Glen Dhu, Valley of Lagoons, on Sunday at 6 p.m. Leaves that place on Monday at 8 a.m., and arrives at the Lynde on Tuesday at 2 p.m. On the following Saturday, at 8 a.m., it starts on the return route, leaves Glen Dhu at 8 a.m. on Monday, and arrives at Cardwell at 6 p.m. on Wednesday.

NORTHERN QUEENSLAND ITINERARY FOR 1868.

From Bowen as a centre, issue two main lines of road—one leading to the southward to Strathmore, a distance of $59\frac{1}{2}$ miles; the other to the north-west to the upper crossing of the Burdekin, where the township of Dalrymple is formed, a distance of 161 miles. There is also a third road leading from Bowen to Port Mackay coastwise, and thence on to St. Lawrence, Broadsound.

From Strathmore, roads branch off southward to Nebo on the one hand, and westward to Mount McConnell, the Bowen Downs, and the head waters of the Flinders on the other. From Nebo, again proceed three roads on to Port Mackay, another to Waverley, and a third to Avon Downs. From Waverley one road leads to Broadsound, another to Rockhampton, and the third to Clermont. From Clermont there is a direct road to Rockhampton and another to Bowen.

Returning to Strathmore, we find the recently surveyed road to the Bowen Downs, *via* Bully Creek, a road to Mount McConnell and Bully Creek, which was used before the new road was laid out, and a third road leading to the Richmond Downs at the head of the Flinders. From the Bowen Downs road, at a camping place called by the euphonious name of "The Whistling Duck Waterholes," a road leads to Cornish Creek, a tributary of the Thomson, and on into that country.

The north-western road from Bowen runs, as we before stated, to Dalrymple, dividing thence into four branches, viz.: (1) Townsville, (2) Valley of Lagoons, (3) Carpentaria Downs, (4) Richmond Downs. Here the road from Dalrymple, and that from Strathmore *via* Mount McConnell unite, and lead to Burke Town, Albert River. We should have mentioned that before reaching Dalrymple from Bowen, the coast road through Townsville to Cardwell branches off at the lower crossing of the Burdekin, near a station called the Leichhardt Downs.

From the Valley of Lagoons a road leads to Cardwell; there is also a road from Dalrymple *via* Carpentaria Downs to Burke Town, thence to the Landsborough River. This completes the network of roads at present established in this part of Queensland.

For convenience of reference we will consider these different high ways in the following order:

- I.—Bowen, Port Denison to Port Mackay
- IA.—Port Mackay to St. Lawrence, Broadsound
- II.—Bowen to Strathmore

- III.—Strathmore to Nebo
- IV.—Nebo to Port Mackay
- V.— „ Avon Downs
- VI.— „ Waverley
- VII.—Waverley to Broomsound
- VIII.— „ Rockhampton
- IX.— „ Clermont
- X.—Clermont to Rockhampton
- XI.—Strathmore to Bowen Downs, *via* Bully Creek
- XIA.—Whistling Duck Waterholes to Cornish Creek
- XII.—Strathmore to Bully Creek, *via* Mount McConnell
- XIIA.—Mount McConnell to Cape River Diggings
- XIII.—Mount McConnell to the Flinders
- XIV.—Bowen to Clermont
- XV.— „ Dalrymple
- XVI.— „ Cape River Diggings *via* Ravenswood
- XVII.—Leichhardt Downs to Townsville
- XVIII.—Townsville to Dalrymple
- XIX.—Townsville to Cardwell
- XX.—Cardwell to Dalrymple
- XXA.—Dalrymple to Cape River Diggings
- XXI.—Dalrymple to Richmond Downs
- XXII.—Richmond Downs to Burke Town
- XXIII.—Dalrymple to Carpentaria Downs
- XXIV.—Carpentaria Downs to Albert River (head of Navigation).
- XXV.—Head of Navigation, Albert River, to the Landsborough River.

Throughout the whole of the surveyed districts the routes may be considered thoroughly accurate, but beyond those districts, though taken from the tracks laid down by the explorers, they can only be considered approximate.

Since the close of 1867 we have been enabled to add some slight information to this part of our Almanac. We have been indebted to Mr. R. L. Paterson for information with respect to an important short cut in the road to the Southward past Sonoma, effecting a saving of some twenty miles to all settlers in that direction. A new road has been surveyed from Mount McConnell to the Cape River Diggings, and another from Cardwell inland avoiding the formidable range traversed by Mr. Dalrymple's road. There are a few other alterations which will appear in their proper places, such as the change of licensees of public-houses, owners and stations, &c. On the whole, we believe that we may safely recommend this itinerary as trustworthy.

I.

Bowen, Port Denison, to Port Mackay by coast road—

	<i>Miles.</i>
Bowen to Macdonald's (Adelaide Point) - - -	8
Thence to Proserpine Creek (Emerson's) - - -	22
„ Crystal Brook (Seaward and Marsh's) - - -	2
„ Gouganger (Bode's) - - - - -	12
„ Bloomsbury (Macartney and Dempster's) - - -	15
„ St. Helen's (Macartney and Graham's) - - -	18
„ Rocky Creek (Sweetland's) - - - - -	12
„ Balnagowan (Ross's) - - - - -	9
„ Mackay - - - - -	12

110

This road runs more or less parallel with the electric telegraph line, at about two miles distance from it. There is a telegraph station at Bloomsbury.

IA.

Coast road from Port Mackay to St. Lawrence, Broadsound—

	<i>Miles.</i>
Port Mackay to Greenmount - - - - -	14
Thence to Ball's (Hazelwood) - - - - -	18
„ Scott's (Boothill) - - - - -	37
„ Collaroy (M'Laren and Walker's) - - - - -	16
„ St. Lawrence - - - - -	40

125

II.

Bowen to Strathmore—

	<i>Miles.</i>
Bowen to the Don (Boulton's) - - - - -	10
Thence to Euri Creek (Clarke's Hotel) - - - - -	12½
„ Bogie Hotel - - - - -	12½
„ Bolger's - - - - -	12½
„ Tabletop Creek - - - - -	4
„ Strathmore (Stewart's) - - - - -	8

59½

There is a public-house called the Mount Gordon Hotel on this road, about five miles from Bowen. The Native Police Camp is about two miles beyond the public-house, and Mr. Bode's station of Strathdon is about two miles from Boulton's Don Hotel. After leaving the Don, the station of Strathbogie, under the management of Mr. J. H. Scott, is passed on the right, and Eaton Vale on the left. At Strathmore the road divides, one branch leading to Nebo towards Rockhamp-

ton, and the other to Earl's public-house, Hidden Valley, to the westward.

III.

Strathmore to Nebo—	<i>Miles.</i>
From Strathmore Hotel to Sonoma (Paterson Lands-	
borough) - - - - -	20
Thence to crossing of the Bowen River (Beasley's	
Hotel) - - - - -	12
„ Exmoor (Henning's) - - - - -	20
„ Blenheim (Lack's) - - - - -	13
„ Old Fort Cooper - - - - -	58
„ Nebo Creek (Reynold's Hotel) - - -	7
	130

On this road are passed, on the right hand, Mr. Macdougall's station, Messrs. Hilfing and Petersen's, Havilah; Messrs. Ferguson and Walker's, Byerwen; and the station of Newlands, Mr. H. Black.

From Nebo there are three roads—one to Port Mackay, a second to Avon Downs, and the third to Waverley, towards Rockhampton.

A much shorter road to the Southward has been found, leaving the old track at Dead Man's Creek with the Mount Pleasant road, going as far as Mount Pleasant, a distance of 32 miles along that road. Thence direct to Sonoma 22 miles at the outside. For travelers going further South an additional saving of two miles may be made by striking off the track to the left about five miles before coming to Sonoma and rejoining it about three miles on the other side of that station, effecting a saving of $24\frac{1}{2}$ miles to Sonoma, and $26\frac{1}{2}$ to the stations beyond.

IV.

Nebo to Mackay—	<i>Miles.</i>
Nebo to Harman's Hotel - - - - -	18
Thence to Retreat - - - - -	$1\frac{1}{2}$
„ Reddy's public-house - - - - -	12
„ Baily's - - - - -	12
„ Greenmount (How, Walker, and Co.'s) -	12
„ Mackay - - - - -	13
	$68\frac{1}{2}$

This road passes Mr. Ball's. Hazlewood, and Mr. Featherstonhaugh's Wando stations.

V.

Nebo to Avon Downs—	<i>Miles.</i>
Nebo to Oxford Downs (Chauvel and Lawson's) -	9

Thence to Police Barracks	- - - -	26
„ Grosvenor Downs (Graham's)	- - - -	19
„ Logan „ (Macdonald and Mac-	- - - -	
„ „ laren's)	- - - -	39
„ Tindall „ (Swane and Co.'s	- - - -	35
„ Avon „ (Campbell and Chalmers')	- - - -	32

160

Leaving this track at the Logan Downs is a route leading to the Peak Downs and Clermont, as below:— *Miles.*

Logan Downs to Wolfgang (De Satge and Co.'s)	- - - -	30
Thence to Clermont	- - - -	10

40

VI.

Nebo to Waverley—		<i>Miles.</i>
Nebo to Funnel Creek	- - - -	18
Thence to Cardigan (Wilmot's)	- - - -	38
„ Lotus Creek (Fitzsimmons and Sheridan's)	- - - -	20
„ Waverley	- - - -	35

111

This road passes the following stations besides those named above:—Newstead, Boothill (Scott's), Collaroy (MacLaren and Walker's), and Spencer and Trimmer's station.

Three roads branch hence—First to Broadsound, the second to Rockhampton, and the third to Clermont.

VII.

Waverley to Broadsound—

The first of these is but a very short one, being only 4½ miles long. Mr. Stuart has a station called Clairvien, adjacent to Waverley, which belongs to Messrs. Macartney and Maine. At Broadsound is the port of St. Lawrence, whence the principal part of the copper from the Peak Down mines is likely to be shipped.

VIII.

Waverley to Rockhampton—		<i>Miles.</i>
Waverley to Langdale	- - - -	30
Thence to Marlborough (Stewart's)	- - - -	30
„ Princhester	- - - -	10
„ Canoona (Vickary's)	- - - -	22
„ Yaamba	- - - -	8
„ Rockhampton	- - - -	23

123

IX.

Waverley to Clermont—		<i>Miles.</i>
Waverley to Nelson's Creek	- - - - -	5
Thence to Range Township	- - - - -	10
„ Sheep Station	- - - - -	10
„ Lotus Creek (Fitzsimmons and Sheridan's)	- - - - -	11
„ Connor River	- - - - -	9
„ Arthur Downs Lake	- - - - -	3
„ Pelican Swamp	- - - - -	5
„ Lily Lagoon	- - - - -	6
„ Ten Mile Lagoon	- - - - -	9
„ Arthur Downs (M'Henry and Co.'s)	- - - - -	10
„ Deep Creek	- - - - -	17
„ Thorne's head station (Cootherstone)	- - - - -	8
„ „ Seven Mile Hut	- - - - -	7
„ Table Mountain (Two Mile Creek)	- - - - -	8
„ Huntley Downs Creek	- - - - -	9
„ Cheeseborough	- - - - -	9
„ Clermont	- - - - -	7
		143

X.

Clermont to Rockhampton—		<i>Miles.</i>
Clermont to Retro Creek (Skardon's Inn)	- - - - -	22
Thence to Capella (Kennelly's Inn)	- - - - -	15
„ Gordon Downs (Sandeman's)	- - - - -	13
„ Crinam (township)	- - - - -	12
„ Vicary's (Jones's Inn)	- - - - -	22
„ Geera Lagoon	- - - - -	18
„ Caldwell's	- - - - -	12
„ Rocky Waterhole	- - - - -	8
„ The Lagoons	- - - - -	10
„ Columbia Inn	- - - - -	15
„ Mackenzie River (top)	- - - - -	14
„ Apis Creek (M'Lellan's)	- - - - -	22
„ Siebel's Inn	- - - - -	18
„ Marlborough (Stewart's)	- - - - -	12
„ Rockhampton by same road as described under head of Waverley to Rockhampton	- - - - -	63
		276

XI.

Strathmore to Bowen Downs—		<i>Miles.</i>
Strathmore to Bowen River (Havilah Hotel)	- - - - -	5
Thence to foot of Range	- - - - -	164
„ Davis's Hidden Valley Hotel	- - - - -	12

Thence to Conway	- - - - -	14
„ „ Sheepstation	- - - - -	18½
„ Park and Murray's	- - - - -	16½
„ Park's Lagoon	- - - - -	7¼
„ Crossing Belyando	- - - - -	9
„ Bell's Camp	- - - - -	11½
„ Bully Creek	- - - - -	13¼
„ Rocky Creek	- - - - -	15¼
„ Pigeon Waterholes	- - - - -	14¼
„ Water on S. W. side Dividing Range	-	12½
„ Whistling Duck Creek	- - - - -	5
„ Welcome Waterholes (edge of Desert)	-	13½
„ Waterholes (far side of Desert)	- -	32
„ Jericho Station	- - - - -	9½
„ Bowen Downs	- - - - -	33

 258¼

There is a good deal of poison plant in this Desert.

XIA.

From Whistling Duck Creek on the Bowen Downs Road to Cornish Creek on the Thomson—	<i>Miles.</i>
Whistling Duck Creek to south end Buchanan's Salt Lake	1
Thence to M'Larking's Waterholes	10
„ Public-house Waterholes	25
„ Duck Pond	13
„ Fisheries' Cornish Creek	8
„ Cornish Creek Crossing	50

 107

XII.

Strathmore to Bully Creek <i>via</i> Mt. M'Connell and St. Annes—	<i>Miles.</i>
Strathmore to Hidden Valley (Davis')	35
Thence to Mount Wyatt (Macleod's)	12
„ Sellheim Hotel (crossing of Sellheim Creek)	10
„ Mt. M'Connell (Holley and Marsh's)	10
„ St. Anne's (De Graves')	18
„ Hermitage (Peyton's)	24
„ Bully Creek	40

 149

This is the old road which is now in a great measure superseded by the preceding route, which is shorter, easier, and better supplied with water and feed.

XIIA.

Mt. M'Connell to Cape River Gold Diggings.—

This road has recently been surveyed by Mr. Macmillan, Superintendent of Works in the Roads Department for the Kennedy. It is the shortest and best road available at present from Bowen to the diggings, avoiding the crossing of the Burdekin. A line considerably shorter, direct from Mt. M'Connell, may be made should the diggings prosper sufficiently to justify the necessary expenditure which will be rather heavy. The road is good, fairly grassed, and well watered, the longest stage being eleven miles. The Suttor River which the road crosses never remains in fresh long, and is besides well adapted for a ferry, which will no doubt be placed upon it should sufficient inducement offer.

XIII.

Mt. M'Connell to Marathon (Flinder's)—

Mt. M'Connell to Suttor Hotel (crossing of Suttor Creek) - - - - -

Miles.

	8
Thence to Natal Creek - - - - -	62
,, ,, Downs to Diggings - - - - -	9
,, Amelia Creek - - - - -	18
,, Billy Webb's Lake - - - - -	51
,, Dead Mare's Camp - - - - -	7
,, Desert Waterholes - - - - -	7
,, Alick's Creek - - - - -	5
,, Torren's Creek - - - - -	4
,, Bullock Creek - - - - -	10
,, Prairie Creek (Gibson and Walker's) - - - - -	13
,, Coxen's Creek - - - - -	13
,, Jardine Creek - - - - -	14
,, Henry's - - - - -	11
,, Walpole's (Albert Downs) - - - - -	35
,, Marathon (Sheaffe's) - - - - -	10

277

There is poison plant twenty-five miles from the Cape River, which river the road follows up immediately after crossing the Suttor, also by the Desert Waterholes; also about six miles from Torren's Creek on the left hand side of the road. Jardine's Creek flows into the Flinders. From Natal Downs, or rather from a point on this side of it, the original track to the Diggings branches off. This track, however, in consequence of the nearer and better one mentioned above, is not likely to be much used in future.

XIV.

Bowen to Clermont--		<i>Miles.</i>
Bowen to Bowen River	- - - - -	78
Bowen River to Ferguson and Walker's	- - - - -	25
Thence to Bluff	- - - - -	18
„ Eaglefield (Black's)	- - - - -	30
„ Bailey and Newton	- - - - -	12
„ Graham's	- - - - -	32
„ Logan Downs	- - - - -	30
„ Wolfang	- - - - -	28
„ Clermont	- - - - -	8
		261

XV.

Bowen to Cape River Diggings <i>via</i> Ravenswood—		<i>Miles.</i>
Bowen to Surry Hills	- - - - -	22
Thence to Edinburgh Castle	- - - - -	15
„ Scott's Five Mile Camp	- - - - -	8
„ Strathalbyn	- - - - -	9
„ Ravenswood	- - - - -	30
„ Merri-merriwa	- - - - -	24
„ Fanning Mouth	- - - - -	30
„ Diggings	- - - - -	50
		188

This route passing through an exceedingly rough country is only available for horsemen and pedestrians, and is besides open to the objection of crossing the Burdekin twice, involving the possibility of considerable delay should that river be flooded.

XVI.

Bowen to Dalrymple (Upper Burdekin)—		<i>Miles.</i>
Bowen to Salisbury Plains (Armstrong & Wilmington's)	- - - - -	20
Thence to Cape Station	- - - - -	20
Thence to Inkermann (J. G. Macdonald and Co's.)	- - - - -	
(Evan's public-house)	- - - - -	25
Thence to Leichhardt Downs	- - - - -	13½
„ Woodhouse (Scott's)	- - - - -	7½
Thence to Cardington Hotel (Houghton River)	- - - - -	22
„ Fanning River	- - - - -	25
„ Burdekin Downs (Cunningham and Co's.)	- - - - -	17
„ Dalrymple (second crossing of Burdekin)	- - - - -	11
		161

At Dalrymple Mr. O'Connell, the C.C.L. has his residence. There is a township laid out, and a small settlement com-

prising two public-houses, an accommodation house, a wheelwright, a blacksmith, and a shoemaker.

XVII.

Inkermann to Townsville—				<i>Miles.</i>
Inkermann to Hamilton's Crossing-	-	-	-	15
Thence to Woodstock	-	-	-	12
„ Townsville	-	-	-	37
				64

This completes the route from Bowen to Townsville, branching off from that between Bowen to Dalrymple and making a total distance of 129 miles.

XVIII.

Townsville to Dalrymple—				<i>Miles.</i>
Townsville to Bohle Hotel	-	-	-	7
Thence to Mead's Hotel (foot of Range)	-	-	-	21
„ Rowe's Eureka Hotel	-	-	-	1
„ Chamberlain's (Dotswold)	-	-	-	25
„ Dalrymple	-	-	-	20
				74

The Star River Diggings were eighteen miles from Dotswold.

XIX.

Townsville to Cardwell—				<i>Miles.</i>
Townsville to H. Collins' (Hinchinbrook)	-	-	-	30
Thence to Allingham's	-	-	-	30
„ Cardwell	-	-	-	20
				80

This road is not used except by horsemen, as what traffic there is between Townsville and Cardwell is carried on by water.

XX.

Cardwell to Dalrymple <i>via</i> Valley of Lagoons—				<i>Miles.</i>
Cardwell to Vale of Herbert	-	-	-	20
Thence to Valley of Lagoons	-	-	-	70
„ Firth and Atkinson's old station	-	-	-	23
„ Stenhouse's	„	-	-	60
„ Allingham's	„	-	-	43
„ Reedy Lake	-	-	-	20
„ Dalrymple	-	-	-	10
				246

Whilst this page is in press Mr. Macmillan is engaged in surveying a new road from Cardwell to the Valley of Lagoons which will avoid many of the difficulties of the former one.

Between Reedy Lake and Dalrymple is a bridle path by which a saving of three miles may be effected.

XXA.

Dalrymple to Cape River Diggings—	<i>Miles.</i>
Dalrymple to Homestead - - - - -	53
Thence to Diggings (original camp) - - - - -	25
	78

XXI.

Dalrymple to Richmond Downs (Marathon)	<i>Miles.</i>
Dalrymple to public-house at turn off of the road	
to the Ennasleigh - - - - -	23
Thence to Stewart's station - - - - -	13
„ James' „ - - - - -	30
„ Gibson's „ - - - - -	25
„ Anning's cattle station at head of Flinders	15
„ Muirson and Co.'s - - - - -	15
„ Anning's sheep station - - - - -	15
„ Bett's - - - - -	22
„ Walpole's (Albert Downs) - - - - -	40
„ Marathon (Carson's) - - - - -	10
	208

The route *via* Strathmore, Mt. M'Connell, and Natal Downs comes into this point.

XXII.

Richmond Downs to Burke Town—	<i>Miles.</i>
Marathon to Hays - - - - -	32
Thence to Kirk's Camp - - - - -	26
„ Anderson's station - - - - -	75
„ Henning and Morrisey's (Fort Albany)	23
„ Gibson's - - - - -	16
„ Seaward and Marsh's - - - - -	50
„ Taylor's public house - - - - -	45
„ Company's Station, Landsborough Road]	36
„ J. G. Macdonald's Floraville Station, at	
crossing of Leichhardt - - - - -	30
Thence to Company's Station, crossing of Bearne's	
Brook - - - - -	44
„ Burke Town - - - - -	16
	393

XXIII.

Dalrymple to Carpentaria Downs—		<i>Miles.</i>
Dalrymple to Allingham's cross roads	- - -	23
Thence to Allingham's	- - -	7
„ Stockyard Creek (first crossing)	- - -	14
„ „ old camp	- - -	6
„ Clark Creek (upper crossing)	- - -	25
„ „ (lower crossing)	- - -	5½
„ Clarke River	- - -	3
„ Old camp	- - -	8½
„ Stoney Creek	- - -	2
„ Lower crossing Christmas Creek	- - -	10
„ Head of -	- - -	10
„ Porphyry Creek	- - -	8
„ Turn off road to valley	- - -	2
„ Dry River	- - -	5
„ Lucky Creek	- - -	7
„ Quartz „	- - -	10
„ Top of Western Range	- - -	5
„ M'Kinnon's	- - -	16
„ Carpentaria Downs	- - -	30
		197

XXIV.

Carpentaria Downs to Albert River—		<i>Miles.</i>
Carpentaria Downs station to Sandy Creek	- - -	21½
Thence to head of Robertson River	- - -	12
„ Gilbert River	- - -	40
„ Junction of Langdon	- - -	34
„ Gilbert River, Defiance	- - -	17
„ Junction Ana Branch	- - -	10
„ Swamp, Horse-shoe Camp	- - -	9
„ The last camp on Gilbert, below junction of supposed River Lynn*	- - -	25
„ Robertson's Lagoon	- - -	24
„ Charley's „	- - -	18
„ Emu Swamp	- - -	10
„ Champion's Lagoon	- - -	6¼
„ Norman Crossing	- - -	17¾
„ Flinder's Crossing	- - -	17
„ Armstrong's Creek	- - -	7½

* The proper name of so-called River Lynd is the Ennasleigh, a tributary of the Gilbert. The River Lynd is supposed to have no existence. Mr. Macdonald's station of Carpentaria Downs is situated at the head of the Ennasleigh.

Thence to Tree marked L, Rocky Pond Creek	-	9
„ Inverleigh	- - - - -	11
„ Table-topped Ridge	- - - - -	1
„ Chain of Ponds, Western bank of deep		
Dry Creek	- - - - -	3
„ Water-course, Rocky Holes	- - - - -	6
From Water-course to Landsborough's River	-	14
Thence to Floraville Station, Leichhardt River		
crossing	- - - - -	5
„ Albert River, head of Navigation	-	38

 339

XXV.

From head of Navigation, Albert River, to the Landsborough River—

	<i>Miles.</i>
From head of Navigation to Beame's Brooke	- 7½
Thence to Nicholson River	- 1½
„ Up Gregory River	- 9
„ Depôt	- 18
„ Tree marked L ⁺ under broad arrow	- 7
„ „ M̄, site for station	- 3½
„ Camp	- 14
„ Consolation Creek	- 17½
„ Leichhardt River	- 16
„ Along „	- 15
„ Landsborough River	- 15½

 124½

STATIONS WITH THEIR OWNER'S NAMES AND THEIR POST-TOWNS.

The capital letter affixed to the name of each station denotes the district in which it is situated. Thus, B signifies Burke, C Cooke, K Kennedy, &c.

Aberdeen—K	..	John Clark	..	Dalrymple.
Adelaide Point—K	..	J. G. Macdonald	..	Bowen.
Aften—B	..	J. C. Ranken	..	Burke Town.
Albert Downs—B	..	Robert Stewart	..	Burke Town.
Allandale—K	..	James Sutherland	..	Dalrymple.
Alpha—K	..	Matthew Ferguson	..	Bowen.
Avoca—K	..	Turner Macrobie	..	Clermont.
Avon Downs—K	..	James Chalmers	..	Nebo.
Blenheim—K	..	E. N. Sack	..	Bowen
Balnagowan—K	..	L. G. Ross	..	Mackay.
Banchory—K	..	Rolleston, Gordon & Co.	..	Clermont.
Basalt—K	..	Charles Cassidy	..	Clermont.
Banhinia Vale—B	..	Edward Mytton	..	Richmond Downs.

Banhinia Downs—K	..	..	Knebworth.
Beaufort—K	..	.. A. H. Palmer	Clermont.
Bellenden—K	..	.. J. E. Davidson	Cardwell.
Birdbush—K	..	.. Trust and Agency Co.	Dalrymple.
Bloomsbury—K	..	.. Macartney's Dempster	Bowen.
Bluff Downs—K	..	.. Hann and Co.	Dalrymple.
Bowen Downs—K	..	.. Landsborough River Co.	Bully Creek.
Bowen Plains—K	..	.. W. McDougall	Bowen.
Broadlands—B	..	.. Cooper and Mytton	Richmond Downs.
Bully Creek—K	..	.. Post Office	Bowen.
Burdekin Downs—K	..	.. John Brewster	Dalrymple.
Byerwem—K	..	.. Ferguson and Walker	Bowen.
Cardigan—K	..	.. E. and E. Adams	Dalrymple.
Cardington—K	..	..	Dalrymple.
Cargoon—K	..	.. W. G. Walker	Dalrymple.
Carpenteria Downs—K	..	.. Towns and Stuart	Dalrymple.
Cape Palmerston—K	..	.. Rep. of E. B. Cornish	Mackay.
Cerito—K	..	.. John Richardson	Mackay.
Compton Downs—B	..	.. Stewart, Lawson, and Co.	Richmond Downs.
Conway—K	..	.. C. and E. Royds	Bowen.
Copperfield Station—C	..	.. E. Sett and Co.	Dalrymple.
Cowan Downs—B	..	.. Menzies and Campbell	Burke Town.
Craigie—K	..	.. Saunders, J. C. and H.	Dalrymple.
Crystal Brook—K	..	.. Australian Joint Stock Bank	Bowen.
Crow Fells—B	..	.. Anderson, Patrick	Burke Town.
Dalrymple—K	..	.. Post Office	Townsville.
Denbigh—B	..	.. Hassall, Rowland	Burke Town.
Dartmoor—K	..	.. Grant Brothers	Bowen.
Dotswood—K	..	.. De Graves and Co.	Townsville.
Drynock—K	..	.. J. B. Watts	..
Durham Downs—K	..	.. Hall and Mentath	Clermont.
Eagle Vale—K	..	.. Emmerson, Charles	Bowen.
Elgin Downs—K	..	.. McMillen for W. B. A.	Nebo.
Emu Creek—K	..	.. Stenhouse	Dalrymple.
Emu Plains—K	..	.. Henning, E. B.	Dalrymple.
Emysland—K	..	.. Bank of N. S. W.	Dalrymple.
Eton Vale—K	..	.. J. G. Macdonald	Bowen.
Exmoor—K	..	.. Henning, E. B.	Bowen.
Fairlight—B	..	.. Allen, Scott, and Norton	Dalrymple.
Fanning River—K	..	.. Ross, A.	Bowen.
Fletcher's Creek—K	..	.. Hann and Co.	Dalrymple.
Floraville—B	..	.. Morehead and Young	Burke Town.
Fort Bowen—B	..	.. Walker, W. G.	Richmond Downs.
Glen Lee—K	..	..	Bowen.
Glen Gow Downs—B	..	.. McIntyre, Donald	Richmond Downs.
Glencoe—K	..	.. Cavanagh, Thomas	Bowen.
Greenland—K	..	.. Brock, W.	Dalrymple.
Gordon Plains—K	..	.. Allingham, J and C.	Dalrymple.
Green Mount—K	..	.. Cornish and Kemmis	Nebo.
Gyrraha—K	..	.. Walsingham and Martin	Nebo.
Harvest Home—K	..	.. Robieson and Wood	Dalrymple.
Havilah—K	..	.. Hilfing and Petersen	Bowen.
Hermitage—K	..	.. Peyton, N. J.	Bowen.
Hidden Valley—K	..	.. Earl Brothers	Bowen.
Hillgrove—K	..	..	Dalrymple.
Homebush—K	..	.. Walker, John	Nebo.
Hope Town—K	..	.. Martin, J. and R.	Clermont.
Hughenden—B	..	.. Gray, Robert	Dalrymple.
Inkermann—K	..	.. Towns, Robert	Bowen.

Inverleigh—B	..	..	Towns, Stuart	..	..	Bowen.
Jarvisfield—K	..	..	Macdonald, J. G.	..	..	Burke Town.
Juan—B	..	..	Kenning, H. B.	..	..	Richmond Downs.
Junction—K	..	..	Livermore, E. P.	..	..	Clermont.
Kangerong—K	..	..	Daintrie, R.	..	..	Dalrymple.
Kangaroo Creek—K	..	..	Ferguson, A. and M.	..	..	Nebo.
Keelbottom—K	..	..	Bank of N. S. W.	..	..	Dalrymple.
Kitbrook—K	..	..	Headrich, Livermore, & Co.	..	..	Clermont.
Kulkabue—K	..	..	Maclarey, James	..	..	Nebo.
Lake Elphinstone—K	..	..	Ewan, Alexander	..	..	Nebo.
Lake Leonard—B	..	..	Lloyd, R.	..	..	Burke Town.
Lanark—K	..	..	Monteith, Henry	..	..	Nebo.
Leichhardt Downs—B	..	..	Cassidy, James	..	..	Richmond Downs.
Leichhardt Downs—K	..	..	Towns and Stuart	..	..	Bowen.
Leichhardt Downs—K	..	..	McHenry	..	..	Nebo.
Leslie Hill—K	..	..	McMaster, R.	..	..	Nebo.
Logan Downs—K	..	..	McDonald and McLaren	..	..	Clermont.
Lotworth—K	..	..	Hann and Co.	..	..	Dalrymple.
Lynd—C	..	..	Macdonald, J. G. & Co.	..	..	Cardwell.
Lyndhurst—C	..	..	Smith, Burdoch, and Co.	..	..	Dalrymple.
Lyndsay Downs—B	..	..	Stewart and Partners	..	..	Richmond Downs.
Lynn Water—C	..	..	Collins, Charles & Thomas	..	..	Cardwell.
Maralda—K	..	..	Richardson, Albert	..	..	Dalrymple.
Marlborough—K	..	..	Prince, Ogg, and Co.	..	..	Nebo.
Manildra—K	..	..	Bode, F. R.	..	..	Bowen.
Marathon—B	..	..	Carson	..	..	Richmond Downs.
Maryan Vale—B	..	..	Towns and Stuart	..	..	Burke Town
Mary Plains—B	..	..	Bundooh and Hays	..	..	Richmond Downs.
Merri Merriwa—K	..	..	Carr, M. and M.	..	..	Bowen.
Minnamere—B	..	..	Caird, G. S.	..	..	Burke Town.
Miriam Downs—B	..	..	Halloran, Alexander	..	..	Richmond Downs.
Monteagle—K	..	..	Finlayson and McMaster	..	..	Nebo.
Montmorency—K	..	..	Parbury Brothers	..	..	Nebo.
Moray Downs—K	..	..	McMullen for U. B. A.	..	..	Nebo.
Mount Emu Downs—B	..	..	Muirson and Co.	..	..	Richmond Downs.
Mount Esk Downs—C	..	..	McKinnon, John	..	..	Cardwell.
Mount Macedon—K	..	..	Trust and Agency Co.	..	..	Bowen.
Mount McConnell—K	..	..	Beit, Henry	..	..	Bowen.
Mount Pleasant—K	..	..	Macdonald, J. G.	..	..	Bowen.
Mount Walker—B	..	..	Sutherland, James	..	..	Richmond Downs.
Mount Wickham—K	..	..	Turner and McRobie	..	..	Bowen.
Mount Wyatt—K	..	..	Bank of N. S. W.	..	..	Bowen.
Myall Downs—C	..	..	J. G. and S. Yeates	..	..	Dalrymple.
Natal Downs—K	..	..	Lamb, Parbury, and Co.	..	..	Bowen.
Newlands—K	..	..	Lorimer, J.	..	..	Nebo.
Newcastle—B	..	..	Brown, Brown, & Nash	..	..	Burke Town.
Nooval—K	..	..	Sutherland, James	..	..	Nebo.
Nulla-Nulla—K	..	..	Cain, Maguire, and Co.	..	..	Dalrymple.
Nurredure—K	..	..	Eales, John	..	..	Nebo.
Nurseidob—K	..	..	Bank of N. S. W.	..	..	Dalrymple.
Oak Park—C	..	..	Cooper, J. and T.	..	..	Dalrymple.
Omega—K	..	..	Towns, Stuart, & Cowper	..	..	Nebo.
Palm Tree Creek—K	..	..	Graham, W. J.	..	..	Dalrymple.
Palmerston—B	..	..	Shewring, Palmer, & Palmer	..	..	Burke Town.
Patrick's Plain—K	..	..	Cassidy, Patrick	..	..	Dalrymple.
Pentland Hills—K	..	..	Sutherland, James	..	..	Dalrymple.
Percy Downs—K	..	..	Davis, S. B.	..	..	Nebo.
Plains, The—K	..	..	Mark, W.	..	..	Dalrymple.
Plane Creek—K	..	..	Bell, Henry	..	..	Nebo.

Point Vallach—C	Jardine, Frank	Somerset.
Prairie—B	Gibson, James	Richmond Downs.
Proserpine—K	Emmerson, D.	Bowen.
Pyramid—K		Bowen.
Quilp-dale—K	Cunningham and Palmer	Dalrymple.
Rainmore—K	Armitage	Nebo.
Ravensdale—B	Stelitz, H. G.	Burke Town.
Ravenswood—K	Forbes	Bowen.
Red Dykes—K	Hervey and Somers	Dalrymple.
Retreat Valley—K	Anning and Co.	Dalrymple.
Richmond Downs—B	R. Napier, <i>Post Office</i>	Bowen.
Rocklands—B	Sutherland and Co.	Richmond Downs.
Rockwood—K	Henry, Joseph	Dalrymple.
Rosella Plains—C	Cassidy, James	Dalrymple.
Saltram—B		Richmond Downs.
Salisbury Plains—K	Armstrong & Wilmington	Bowen.
Sonoma—K	Paterson, R. S.	Bowen.
Sorghum—B	Macnab, Francis	Burke Town.
Shamrock Vale—K	Macdonald and Smith	Nebo.
Springlands—K	Stewart, W. D.	Dalrymple.
St. Anne's—K	Degraves, W., and Co.	Bowen.
St. Helen's—K	Macartney and Graham	Bowen.
Strathalbyn—K	Wood and Robison	Bowen.
Strathbogie—K	Gilchrist, Watt, and Co	Bowen.
Strathdon—K	Dangar, W. J.	Bowen.
Strathmore—K	Tucker and Stewart	Bowen.
Sutton Creek—	Smith, Shepherd	Nebo.
Tala—K	Bank of N. S. W.	Dalrymple.
Tara—K	Cadmore, Daniel	Townsville.
Tempe—K	Scott, Bros. and Herbert	Cardwell.
Tempe Downs—B	Smith, Lawson, and Co.	Burke Town.
Thermopylæ—K	Stewart, Robert	Richmond Downs.
Turwald Downs—K	Lorimer, James	Clermont.
Tullich—K	Hepburn and Finlay	Dalrymple.
Valley of Lagoons—K	Scott, Bros. and Herbert	Cardwell.
Venus—K	Macdonald, J. G.	Bowen.
Victoria Downs—K	Towns, Robert	Nebo.
Vine Creek—K	Murray, Stewart	Nebo.
Vine Creek No. 2—K	Featherstonhaugh	Nebo.
Wangaratta—K	Holt and Roy	Bowen.
Wandoo—K	Mitchell and Stenhouse	Dalrymple.
Watershed—K	Bank of N. S. W.	Dalrymple.
Westland Downs—K	Towns, Robert	Bowen.
Welney—B	Earl Brothers	Richmond Downs.
Wolfgang—K	Lorimer, James	Clermont.
Wommara—B	Brodie, J. T. and G.	Richmond Downs.
Wilby—K	Watt, J.	Bully Creek.
Woodhouse—K	Scott	Bowen.
Woodstock—K	Towns, Robert	Bowen.
Woondoola—B	Little and Hetzer	Richmond Downs.
Yandilla—K	Mort, Cameron, & Buchanan	Bowen.
Yering—K	Saunders, J. C. and R.	Nebo.

ROYAL FAMILY.

QUEEN (Alexandrina) VICTORIA, of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith (only daughter of His late Royal Highness the Duke of Kent) was born May 24, 1811, succeeded to the throne on the death of her uncle King William IV., June 20, 1837; crowned at Westminster June 28, 1838; married February 10, 1840, her cousin, H. R. H. Francis Albert Augustus Charles Emmanuel, Duke of Saxe, Prince of Saxe-Coburg and Gotha (born August 26, 1819, died December 14, 1861). Issue—

I. Victoria Adelaide Mary Louisa, Princess Royal, born November 21, 1840; married January 25, 1858, Frederick William, Crown Prince of Prussia, by whom she has issue two sons and a daughter, of which one son died 1860.

II. Albert Edward, Prince of Wales, born November 9, 1841; married March 10, 1863, the Princess Alexandra of Denmark, by whom he has issue two sons.

III. Alice Maude Mary, born April 25, 1843; married July 1, 1862, Prince Louis of Hesse, by whom she has issue a son and a daughter.

IV. Alfred Ernest Albert, Duke of Edinburgh, born Aug. 6, 1844.

V. Helena Augusta Victoria, born May 25, 1846; married July 5, 1866, H. S. H. Prince Christian of Schleswig-Holstein.

VI. Louisa Carolina Alberta, born March 18, 1848.

VII. Arthur Patrick William Albert, born May 1, 1850.

VIII. Leopold George Duncan Albert, born April 7, 1853.

IX. Beatrice Mary Victoria Feodore, born April 14, 1857.

THE QUEEN'S AUNT.—H. R. H. Augusta, Dowager, Duchess of Cambridge.

COUSINS OF THE QUEEN.—H. M. George Frederick, King of Hanover (Duke of Cumberland and grandson of George III.), born May 27, 1811; married February 18, 1843, Princess Mary, of Saxe-Altenburg; issue Ernest Augustus, born September 21, 1844.

H. R. H. George William, Duke of Cambridge, K. G., born March 26, 1819; Princess Augusta Caroline of Cambridge, born July 19, 1822; married June 28, 1843, to H. R. H. Frederick, Grand Duke of Mecklenburgh Strelitz; Princess Mary Adelaide, born November 27, 1833; married June 12, 1866, to Prince Teck, Count of Hohenstein.

GOVERNMENT OF QUEENSLAND.

EXECUTIVE.

GOVERNOR.—His Excellency Sir George Ferguson Bowen, Knight Grand Cross of the most distinguished Order of Saint Michael and Saint George, Captain-General and Governor-in-Chief of Queensland and its Dependencies, and Vice-Admiral of the same.

PRIVATE SECRETARY AND AIDE-DE-CAMP.—Algernon Lempriere, Esq.

CLERK TO PRIVATE SECRETARY.—A. V. Drury.

PRESIDENT.—His Excellency the Governor.

VICE-PRESIDENT.—The Hon. R. R. Mackenzie, Colonial Treasurer.

MEMBERS.—The Hon. A. H. Palmer, Colonial Secretary ; The Hon. E. W. Lamb, Minister for Public Lands and Minister for Public Works ; The Hon. R. Pring, Attorney-General ; The Hon. T. L. M. Prior, Postmaster-General.

CLERK OF THE EXECUTIVE COUNCIL.—Arthur W. Manning.

LEGISLATIVE COUNCIL.

PRESIDENT.—The Hon. Maurice Charles O'Connell.

CHAIRMAN OF COMMITTEES.—Hon. Daniel Foley Roberts.

CLERK OF THE COUNCIL AND OF THE PARLIAMENTS.—Henry Johnson.

LIBRARIAN.—Rev. J. R. Moffat.

CLERK OF THE COUNCIL.—R. E. Johnson.

USHER OF THE BLACK ROD.—Francis Robert Chester Master.

ACTING USHER OF THE BLACK ROD.—William Townley.

MESSENGER.—James Doyle.

UNDER MESSENGER.—Joseph Kelly.

ALPHABETICAL LIST OF MEMBERS.

Bell, Hon. John Alexander
Bigge, Hon. Francis Edward
Bramston, Hon. John
Browne, Hon. E. I. Caulfeild
Fitz, Hon. Henry Bates
Gibbon, Hon. James
Gore, Hon. St. George Richd.
Harris, Hon. George
Heussler, Hon. John Christian
Hobbs, Hon. William
Hope, Hon. Louis
M'Connell, Hon. John

M'Dougall, Hon. John Fred.
O'Connell, Hon. Maurice C.
(President of the Legislative Council)
Prior, Hon. Thomas Lodge M.
(Postmaster-General)
Roberts, Hon. Daniel Foley
(Chairman of Committees)
Thornton, Hon. William
White, Hon. Wm. Duckett
Wood, Hon. Western

LEGISLATIVE ASSEMBLY.

SPEAKER.—Hon. Gilbert Elliott.

CHAIRMAN OF COMMITTEES.—

CLERK OF ASSEMBLY.—Lewis Adolphus Bernays.

CLERK ASSISTANT.—Henry Wyat Radford.

SERGEANT-AT-ARMS.—Edward Blucher Uhr.

SHORT-HAND WRITERS AND CLERKS OF COMMITTEES.—Chas.

Haynes Barlee, Laurence J. Byrne, and George Lindsay.

MESSENGER.—S. Bateman.

LIBRARY MESSENGER.—James Timms.

LIST OF MEMBERS.

Brisbane, (North) ...	...	...	...	...	Pugh, T. P.
" " ...	...	...	...	...	O'Dogherty, Dr.
" " ...	...	...	...	...	Pritchard, A. B.
" (South) ...	...	...	...	...	Stephens, T. B.
Burnett ...	...	...	...	...	Pring, Hon. R. (Attorney-General)
" Mackenzie, Hon. R. R. (Colonial Treasurer and Premier)	...	...	...	...	
Clermont ...	...	...	...	...	Fitzsimmons, C.
Downs (Eastern) ...	...	...	...	...	Douglas, J.
" (Northern) ...	...	...	...	...	Thorn, H.
" (Western) ...	...	...	...	...	Taylor, J.
" " ...	...	...	...	...	Ramsay, J.
Drayton and Toowoomba ...	...	...	...	...	Groom, H. W.
Fortitude Valley ...	...	...	...	...	Lilley, C.
Ipswich ...	...	...	...	...	Macalister, A.
" ...	...	...	...	...	Challinor, Dr.
" ...	...	...	...	...	Murphy, J.
Kennedy ...	...	...	...	...	Fitzgerald, T. H.
Leichhardt ...	...	...	...	...	Sandeman, Gordon
" ...	...	...	...	...	Royds, G. M.
Maranoa ...	...	...	...	...	Miles, W.
Maryborough ...	...	...	...	...	Walsh, W. H.
Mitchell ...	...	...	...	...	Lamb, G. W. (Minister for Lands)
Moreton (East) ...	...	...	...	...	Garrick, J. F.
" " ...	...	...	...	...	Francis, A. M.
" (West) ...	...	...	...	...	O'Sullivan, P.
" " ...	...	...	...	...	Bell, J. P.
" " ...	...	...	...	...	Thorn, G., jun.
Port Curtis, Palmer, A. H., (Colonial Secretary and Minister for Lands)	...	...	...	...	
Rockhampton ...	...	...	...	...	Archer, A.
Warrego ...	...	...	...	...	Mylule, G.
Warwick ...	...	...	...	...	Clark, G.
Wide Bay ...	...	...	...	...	Elliott, Hon. G. (Speaker)

GOVERNMENT DEPARTMENTS.

NORTHERN QUEENSLAND.

Departments under control of the Colonial Secretary.

DISTRICT REGISTRARS.

Bowen	...	...	...	...	...	H. Bramston.
Burke Town	...	...	...	...	...	
Cardwell	...	...	...	...	...	H. Richards
Mackay	...	...	...	...	...	Henry Tanner Baker
Somerset	...	...	...	...	...	Captain Simpson
Townsville...	...	...	...	...	...	James Gordon

GOVERNMENT PRINTING OFFICE.

GOVERNMENT PRINTER.—J. C. Beal.

CLERK.—W. Henry Ryder.

ELECTRIC TELEGRAPH.

BOWEN.—Station Master—Thomas Brand

Do.—Line Repairer—Arthur Wiggins

BLOOMSBURY.—Line Repairer in Charge—F. Edridge

MACKAY.—Station Master—W. Furlong

Do.—Line Repairer—P. White

NEBO.—Station Master—J. Dear

Do.—Line Repairer—W. Palmer

BROADSOUND.—Line Repairer in Charge—D. Brown

MARYBOROUGH.—Line Repairer in Charge—B. Rolands

CLERMONT.—Station Master—F. Bauer

POLICE DEPARTMENT.

BOWEN.—Police Magistrate—P. Pincock. Bailiff—A. G. Martyn. Sergeant W. Mather, four constables, and three native troopers.

CAPE RIVER.—Police Magistrate and Inspector of Police—W. S. E. M. Charter; one sub-inspector, one sergeant, three constables, and twelve native troopers.

BURKE TOWN.—Acting Police Magistrate—W. Landsborough; one sergeant, three constables, and three native troopers.

LYND RIVER AND CARDWELL.—Acting Police Magistrate—H. Richards. Inspector of Police—J. Murray; three sergeants, two constables, and twelve native troopers.

MACKAY.—Police Magistrate—T. Baker; one sergeant, and two constables.

CLERMONT.—Police Magistrate—G. W. Elliott; one sub-inspector of police, one sergeant, and four constables.

SOMERSET.—Acting Police Magistrate—Captain Simpson; one sergeant, six constables, and four native troopers.

TOWNSVILLE.—Acting Police Magistrate—James Gordon; Sergeant P. Higgins, and one constable.

JUSTICES OF THE PEACE.

POLICE DISTRICT OF BOWEN.—F. R. Bode, Strathdon; F. Clarke, Bowen; W. P. Cuthbert, Bowen; W. R. Goodall, Bowen; J. G. Macdonald, Adelaide Point; J. Marlow, N. Police Camp; R. L. Paterson, Sonoma; P. Pinnock, P.M., Bowen; J. Hall Scott, Strathbogie; R. S. Warry, Bowen.

POLICE DISTRICT OF TOWNSVILLE.—M. G. O'Connell, Dalrymple; E. Cunningham and M. Cunningham, Burdekin Downs; M. Miles, Star River; D. Cudmore, Tara; J. H. Scott, Woodhouse; G. E. Forbes, Ravenswood; J. Moore Dillon, Homestead; Richard Daintree, Maryvale; Robert Stewart, Southwick; H. Jamieson, Mount Emu Plains; J. M. Black, J. W. Greaves, and James Gordon, Townsville.

POLICE DISTRICT OF CARDWELL.—H. Richards, P. Sellheim, Ch. J. Scott.

POLICE DISTRICT OF BURKE.—W. Landsborough, P.M.

DISTRICT COURT.

Judge—G. J. L. Innes. Crown Prosecutor—W. H. Abbot Hirst. Registrar—Henry Bramston. Bailiff—A. G. Martyn.

BOARD OF EDUCATION.

DISTRICT INSPECTOR—J. G. Anderson.

PRIMARY SCHOOL, BOWEN.—Patrons—J. H. Scott, J. P. Macdonald, W. F. Lloyd, Felix Lannoy, D. Anderson, C. B. Grimaldi. Teachers—Mr. and Mrs. Magroarty.

CLERMONT.—Committee—T. J. Griffin, S. Candiottis, C. H. Buzacott, N. Renners, M. C. Bergin.

GOLD COMMISSIONERS.

DALRYMPLE.—M. G. O'Connell.

CLERMONT.—J. T. Griffin.

CAPE RIVER.—W. S. E. M. Chartres.

CUSTOMS DEPARTMENT.

BOWEN.—Sub-Collector—F. Kilner. Locker—E. Shapland. One messenger and office-keeper.

BURKE TOWN.—Sub-Collector—G. F. Sandrock.

CARDWELL.—Sub-Collector—W. Richards and two boatmen.

MACKAY.—Sub-Collector—J. T. Baker and two boatmen.

TOWNSVILLE.—Sub-Collector—J. Gordon. 2nd Officer—R. W. Irving and two boatmen.

HARBOUR DEPARTMENT.

PORT DENISON.—Harbour Master—F. Kilner. Pilot—Robert Findlater. Four boatmen.

PORT MACKAY.—Harbour Master—John T. Baker. Acting Pilot—Daniel Jones.

CLEVELAND BAY.—Harbour Master—James Gordon. Acting Pilot—John Sully.

PORT HINCHINBROOK.—Harbour Master—W. Richards.
Acting Pilot—I. B. Casey.

ALBERT RIVER.—Harbour Master—W. Landsborough.
Acting Pilot—Edward R. Blakeney.

POST OFFICE DEPARTMENT.

BOWEN.—D. A. Day.

BURKE TOWN.—E. Read.

CLERMONT.—M. C. Bergin.

CARDWELL.—J. McBryde.

MACKAY.—Mrs. Cridland.

SOMERSET.—Captain Simpson.

TOWNSVILLE.—J. E. Rutherford.

GOVERNMENT SAVINGS BANKS, LIFE INSURANCE AND ANNUITIES.

Manager and Commissioner for Sale of Stamps under Stamp Duties Act of 1866—D. A. Day.

CARDWELL.—W. Richards.

TOWNSVILLE.—J. E. Rutherford.

MACKAY.—J. T. Baker.

CLERMONT.—M. C. Bergin.

BUILDING SOCIETIES.

BOWEN BENEFIT INVESTMENT AND BUILDING SOCIETY—Trustees—W. Seaward, F. Clarke, F. Kilner. Directors—K. H. Wills, F. T. Rayner, W. P. Cuthbert, D. Anderson, F. Mason, J. Wilson. Auditors—C. B. Grimaldi, S. Webster. Secretary—W. Clarke.

TOWNSVILLE.—

CLERMONT PROVIDENT INVESTMENT AND BUILDING SOCIETY.

PUBLIC LIBRARIES.

BOWEN LIBRARY AND MUSEUM.—President—G. E. Dalrymple. Vice-Presidents—W. P. Cuthbert and C. B. Grimaldi. Committee—K. H. Willis, D. C. Magroarty, F. Kilner, D. Palmer, W. Clarke, F. T. Rayner, and A. G. Perceval. Secretary—A. G. Perceval. Treasurer—J. H. Gamack. Auditor—Trustees—J. G. Macdonald, F. Clarke, and J. A. J. Macleod.

TOWNSVILLE LIBRARY AND READING ROOM.

POST OFFICE AND GOVERNMENT SAVINGS' BANK, LIFE INSURANCE AND ANNUITIES OFFICE.

BOWEN.—D. A. Day.

TOWNSVILLE.—J. E. Rutherford.

CARDWELL.—

MACKAY.—

CLERMONT.—

REGISTRARS OF BIRTHS, DEATHS, AND MARRIAGES.

BOWEN.—Henry Bramston, C.P.S.

CARDWELL.—W. Richards, P.M.

MACKAY.—J. T. Baker, P.M.

TOWNSVILLE.—J. Gordon, P.M.

CROWN LANDS.

BOWEN.—Recording Clerk—F. G. Williams.

DALRYMPLE.—M. G. O'Connell, C.C.L.; Recording Clerk—F. R. Johnson.

ROADS DEPARTMENT.

Engineer of Roads.—F. Byerley.

Superintendent.—A. C. McMillan.

Assistant Surveyor.—A. Jardine.

MASONIC LODGES.

KENNEDY MASONIC LODGE.—W. Seaward, sen., W.M.; D. Palmer, S.W.; W. Clarke, J.W.; F. Kilner, Treasurer; J. H. Gamack, Secretary; J. G. Bourner, S.D.; N. H. Bell, J.D.; D. A. Day, I.G.; Robt. Heron, Tyler.

TOWNSVILLE, HIBERNIA AND ALBION STAR LODGE.—

SUGAR PLANTATIONS.

BOWEN SUGAR COMPANY (LIMITED).—Capital, £18,000, in 1800 shares of £10 each. Directors—K. H. Wills (Chairman), J. H. Gamack, G. Smith, F. T. Rayner, J. F. Kelsey, Donald Bell, C. Stuart. Secretary—W. Clarke.

MACKAY.—Alexandra.

TOWNSVILLE.—R. Towns and Co.

TURF CLUBS.

BOWEN.—KENNEDY TURF CLUB.—President—G. E. Dalrymple. Vice-President—J. Hall Scott. Treasurer—W. Clarke. Secretary—W. Pinkerton Cuthbert.

BURDEKIN AND FLINDERS TURF CLUB.—President—Hon. Robert Towns, M.L.C. Vice-President—James Gordon. Treasurer, W. A. Ross; Hon. Secretary, W. B. Grimaldi.

HOSPITALS.

KENNEDY HOSPITAL, BOWEN.—Patron—Sir G. F. Bowen. President—F. Clarke. Vice-President—J. G. Macdonald. Treasurer—James Gilfillan. Secretary—Septimus Webster. Trustees—F. Kilner, K. H. Wills, Donald Bell. Auditors—H. Logan, L. F. Heydon. Committee—W. S. Benton, H. Bramston, W. P. Cuthbert, D. A. Day, J. A. Gregory, W. R. Goodall, C. B. Grimaldi, James Helard, D. C. Magroarty, W. Marsh, D. Palmer, J. Paton, A. Perceval, W. Seaward, G. Smith, C. Stuart, James Wilson, John Wilson, Edward Zimmerman.

TOWNSVILLE.—Patron—Hon. Robert Towns, M.L.C. President—James Gordon, P.M. Vice-President—J. M. Black, J.P. Committee—Messrs. Cunningham, J.P.; Carter, W. A. Ross, J. M. Dillon, R. Maughan, Davidson, Sellheim, Boston,

Sutherland, H. Buttanshaw, Brodziak, William Hann, Hamilton, Daintree, O'Connell, Bailey, Andrew Ross, Cowan Clifton, J. M'Bryde. Treasurer—J. L. Josephson. Secretary—W. B. Grimaldi. Auditors—H. Brandon and G. V. James.

CLERMONT.—

CEMETERY.

TRUSTEES BOWEN CEMETERY.—Wm. F. Lloyd (Chairman), Wm. Marsh, F. Lannoy, D. Bell, J. Cock, H. Tuck. Hon. Secretary—A. G. Perceval.

MUNICIPAL COUNCILS.

BOWEN.—Mayor—(Elected.)

TOWNSVILLE.—Chairman—W. A. Ross. Aldermen—J. E. Rutherford, W. Aplin, J. Fletcher, P. F. Hanran, A. Molison. Town Clerk—W. B. Grimaldi. Town Surveyor—E. U. Roberts. Town Solicitor—J. R. Cowan.

TOWNS DIRECTORY.

BOWEN,

Which is at present the largest town to the north of Rockhampton, and aspires to be, at some future time, the metropolis of Northern Queensland, is situated at the head of Port Denison, which is itself an inlet of Edgecomb Bay. The excellence of this harbour, which is easy of access and perfectly safe in all weathers, seems to justify the aspirations of the town which has been founded on its shores. The town itself is remarkably well laid out, and has every capability of becoming at no distant date a handsome city. Great credit is due in this matter to Mr. Clarendon Stuart, who has had the entire management of it. The climate is delightful, especially in the winter, and though in the summer the sun has, of course, great power, the constant sea breeze, which very rarely fails to set in about 9 or 10 a.m., and to blow throughout the remainder of the day, prevents the heat from being oppressive or unhealthy. The soil in the township itself is by no means good, though upon trial it is found to be by no means so bad as it appeared at first sight, and is admirably adapted for the growth of cotton; there is a considerable quantity of first-rate agricultural land along the banks of the Don. The town is at present badly supplied with water, but it has been for some time in contemplation to lay pipes from the River Don into Bowen, which can be done at no very great expense. There is a large extent of pastoral country, of which Bowen is the natural port. There has not as yet been much agricultural

enterprise exhibited, the principal step in that direction being the cultivation of a sugar plantation belonging to the Bowen Sugar Company (Limited), which was formed in 1866. During 1867 Mr. Donald Bell brought into excellent cultivation under cotton, and may fairly hope this year to reap a good reward for his energy. The discovery of gold during the past year has contributed to buoy up the hopes of the inhabitants and assist them out of their difficulties.

There is abundance of mineral wealth in the district, but it is likely to remain undisturbed for some time, until the community becomes rich enough to construct a railway some 60 or 70 miles into the interior. To return to the port: the only drawback is, or rather was, a considerable breadth of shoal water that extends along the shore at the head of the bay. This inconvenience, however, has been obviated by the construction of a capital jetty (which has a depth of twelve feet of water at low spring tide) at the end of it, which is sufficient for the present requirements of the place. When the increasing importance of the town demands it, an extension of some two or three hundred yards will give a depth of eighteen feet.

CAPE RIVER DIGGINGS.

This gold-field, or rather the original camp, is situated near the head of the river from which it takes its name, in lat. S., long. E., distant about 240 miles from Bowen and about 150 miles from Townsville. The gold-field is of great extent, measuring, as far as at present known, some 70 miles by 30 miles, and probably extending considerably farther. The great want at the commencement was an abundant supply of water, which up to the present date, November, 1867, the diggers have not got; but having been on the ground some time they have had time to construct dams and otherwise provide for the rainy season, so that when it comes they will be able to store the water, and will probably not be short of it again, at any rate for some time. Mr. Charters was appointed gold commissioner and police magistrate in September, 1867.

TOWNSVILLE, CLEVELAND BAY,

Is a remarkable instance of the rapid growth of Australian settlements. At the close of 1864, Mr. Black the founder of the settlement, was at work with a small party clearing the scrub and erecting huts, &c., for the reception of the first settlers. The first sale of Townsville land was held at Bowen on the 31st July, 1865, and now, December, 1866, it is a thriving seaport town with a considerable trade, two banks, several hotels and stores, a newspaper, and the other appli-

ances of civilised life. It is the port for a considerable extent of pastoral country. There is a boiling-down establishment and also a sugar plantation in the immediate vicinity of Townsville, both the property of the Hon. Robert Towns, M.L.C., of New South Wales, who has a considerable amount of property in this settlement, and takes great interest in its development. Townsville is situated on a creek called the Rop, available for craft not drawing more than seven or eight feet of water. Vessels of a large draught can anchor in Cleveland Bay at a distance of about three miles from the township in ordinary weather, but if it comes on to blow from the S.E., they are obliged to run for shelter to an anchorage under Magnetical Island, about ten miles distant, which of course causes great delay and expense in lightering. On coasts less bountifully supplied with harbours than the coast of Kennedy, Cleveland Bay would be considered a tolerable good port, but it will not bear comparison with either Rockingham Bay to the northward, or Port Denison to the southward.

CARDWELL, ROCKINGHAM BAY,

Was founded in January, 1864. It was originally intended principally as a shipping port for the produce of the pastoral country at the Valley of Lagoons and the upper parts of the Burdekin; but enjoying as it does an excellent harbour, a magnificent climate, agricultural land better than almost any in Queensland, and an abundant and permanent supply of water, it is likely to become a place of some importance. At present the population is small, and the advantages of the place seem to have been scarcely appreciated as they deserve. The road to the interior, originally explored by Messrs. Dalrymple and Scott, though certainly practicable, is very difficult and dangerous; but there is every reason to believe that a really good road has been found, leading through a fertile district, which will shortly be opened—the only impediment in the way of opening it being a breadth of some five miles of scrub that has to be cut through. This has, we believe, been done under the superintendence of Mr. McMillan, but was not complete at the time of going to press, so that we are unable to give particulars.

SOMERSET, PORT ALBANY,

Is a Government settlement, maintained at the joint expenditure of the Imperial and the Queensland Governments, primarily as a naval depôt and place of refuge for mariners cast away in Torres Straits and the surrounding seas. The

only settler at present, besides the Government officials and a party of marines stationed there by Government, is Mr. Jardine, who has a cattle run at the extremity of York Peninsula. Port Albany has been lately erected into a free port, and it is confidently expected that an important trade, analogous to that at Singapore, will develop itself there. Communication is maintained between Cape York, Brisbane, and Sydney by H.M.S. Salamander, Captain Nares, commissioned for that purpose. The settlement was founded, and the first body of settlers landed on the 30th July, 1864.

MACKAY, PIONEER RIVER.

Mackay is situated on the south bank of the Pioneer River, and forms the port for a large extent of pastoral country. Retarded by the absence of that speculative energy which has so much contributed to the development of other and more recently founded northern townships, Mackay has not made that progress that would seem to be warranted by its natural advantages, which comprise a rich cattle and sheep country, and an immense extent of land of unsurpassed fertility. Efforts are, however, being made to develop the germs of wealth, and no doubt exists in the minds of those most competent to judge, that Mackay must, at no distant date, become the centre of a large agricultural industry.

The climate is equable, the heat being tempered by the trade winds. The population of the township proper does not exceed 100, but a considerable number of farms and plantations are scattered over the vicinity. Sugar, cotton, maize, potatoes, English and sweet, vegetables of all kinds, the mulberry, the grape, and most descriptions of temperate and tropical fruits are cultivated with success. The member for the Kennedy, Mr. T. H. Fitzgerald, has a sugar farm near Mackay.

ST. LAWRENCE, BROADSOUND,

Is situated in lat 22° S., and will probably eventually be the shipping port for the mineral products of the Peak Downs. The road from the latter place is St. Lawrence, being shorter and better than that to Rockhampton. This it is probable will be the principal support of the place, as it does not command any great extent of back country.

BURKE TOWN

Was the first settlement established in Queensland on the shores of the Gulf of Carpentaria, and is situated some distance up the Albert River, near the site where the Victorian Exploration Expedition formed a depôt when they were in search of Burke

and Wills, the explorers. The settlement being quite recent there is little to be said about it, except that it is adapted to be the port of a large and magnificent pastoral country. The very first foundation of the settlement may perhaps be dated from the 12th June, 1864, when the ship *Jacmel*, packet, started from Sydney with drays, horses, bullocks, &c., for the new settlement. During the first autumn the country was found to be unhealthy, and subject to a kind of low fever, but it is to be hoped that this will disappear as the place gets settled, as it has done in many other places. The township has not yet (November, 1866) been surveyed, and it is a question whether it will not be considered advisable to move it down to the mouth of the river, as the navigation of the Albert is by no means good. Opposite the mouth of the Albert, at a distance of twenty miles, is Sweer's Island, where there is excellent anchorage for any number of the largest ships. The Government has been petitioned to erect a free port there, which it is supposed will afford facilities for the development of an important trade with the southern portions of the Indian Archipelago. The idea has recently been mooted of a Grand Trunk Railway from north to south of Australia. Whenever this scheme is carried out, Burke Town will probably become an important district.

	First ten words.	Each extra word.
	s. d.	s. d.
To Bloomsbury	2 0	0 2
„ Mackay	2 6	0 2
„ Clermont, Nebo, St. Lawrence, or Marlborough ..	3 0	0 3

	First ten words	Each extra word.
	s. d.	s. d.
To Gladstone, Rockhampton, Banana, or Keppel Bay ..	4 0	0 3
„ Maryborough, Golden Fleece, Gayndah, or Taroom ..	6 0	0 4
„ Hawkwood ..	5 0	0 4
„ Durah, Roma, Condamine, Dalby, Warwick, Toowoomba, Helidon, Gattoon, Grandchester, Ipswich, Goodna, Cape Moreton, Pilot Station, Dunwich, Cleveland, Lytton, or Brisbane ..	6 0	0 4

Northern Section.—From Bowen, Bloomsbury, Mackay, Clermont, Nebo, St. Lawrence, and Marlborough.

To Tenterfield, Glen Innes, Armidale, Bendemeer, Tamworth, Murrumbidgee, Scone, Muswellbrook, Singleton, East Maitland, West Maitland, Morpeth, Wollombi, Newcastle, Windsor, Sydney, Grafton,—10s. for ten words, and 6d. for each additional word.

Penrith, Hartley, Bathurst, Orange, Sofala, Mudgee, Parramatta, Liverpool, Campbelltown, Berrima, Goulburn, Queanbeyan, Araluen, Braidwood, Yass, Gundagai, Young, Wellington, Dubbo, Cassilis, Forbes, Windyey, Tambaroora, South Head, Kiama, Wollongong, Picton,—11s. for ten words, and 6d. each additional word.

Kyamba, Albury, Kiandra, Tumut, Deniliquin, Wagga Wagga, Urana, Jerilderie, Moama, Moulamein, Hay, Cooma,—12s. for ten words, and 6d. each additional word.

VICTORIA.

Melbourne, Ararat, Avoca, Ballarat, Beechworth, Belfast, Belvoir, Benalla, Bunninyong, Camperdown, Cape Otway, Cape Schanck, Carisbrook, Castlemaine, Casterton, Chiltern, Clunes, Colac, Creswick, Daylesford, Dunolly, Echuca, Geelong, Gisborne, Hamilton, Heathcote, Hexham, Inglewood, Jamieson, Kerang, Kilmore, Kyneton, Longwood, Maldon, Maryborough, Mortlake, Moonambel, Mornington, Newstead, Portland, Port Albert, Point Lonsdale, Queenscliffe, Raglan, Redbank, Rutherglen, Sale, Sandhurst, Sandridge, Seymour, Smythesdale, Staywell, Streatham, St. Arnaud, Swan Hill, Talbot, Taradale, Tarnagulla, Wahgunyah, Wangaratta, Warrnambool, Williamstown, Wood's Point, Yackandandah,—9s. for ten words, and 6d. for each additional word.

SOUTH AUSTRALIA.

Mount Gambier, Penola, Port Macdonnell, Goolwa, Port Elliot, Willunga, Adelaide, Port Adelaide, Glenelg, Bowden, Alberton, Peninsula, Mount Barker, Nairne, Strathalban, Dry Creek, Salisbury, Gawler Town, Kapunda, Clare, Koringa, Smithfield, Roseworthy, Freeling, Burra, Gumaracka, Wellington, Kinchraig, Wallaroo, Yankalilla, Holdfast Bay, Hannsdorf, Riverton, Woodside, Guichen Bay, Kadina, Lyndoch, Blanch Town, Noarbunga,—12s. for ten words, and 8d. for each additional word.

N.B.—Messages sent by Electric Telegraph can be posted to any address, Colonial or Foreign, on pre-payment of postage, in addition to the ordinary charge for transmission.

From this date, all Queensland Stations will be open for public business, from 9 a.m. to 6 p.m. daily, Sundays excepted.

TABLE showing the Amount of IMPORTS, EXPORTS, and CUSTOMS REVENUE at Bowen, Port Denison.

QUARTER ENDING.	YEAR	CUSTOMS REVENUE.			IMPORTS.			EXPORTS.		
		£	s.	d.	£	s.	d.	£	s.	d.
June 30	1861	87	19	7	1,860	0	0			
September 30 ...		133	5	9	973	0	0			
December 31 ...		127	11	2	126	0	0			
March 31 ...	1862	233	16	8	3,101	0	0	2,989	0	0
June 30		198	9	7	2,062	0	0	190	0	0
September 30 ...		240	16	9	5,302	0	0	115	0	0
December 31 ...		486	8	9	11,685	0	0	1,004	0	0
March 31 ...	1863	773	0	6	8,301	0	0	1,753	0	0
June 30		636	8	5	8,702	0	0	1,049	0	0
September 30 ...		975	8	0	18,224	0	0	2,345	0	0
December 31 ...		1,334	16	5	19,381	0	0	8,595	0	0
March 31 ...	1864	802	15	2	5,156	0	0	1,834	0	0
June 30		1,253	15	4	17,745	0	0	4,150	0	0
September 30 ...		1,334	17	7	12,310	0	0	1,783	0	0
December 31 ...		1,752	16	5	17,406	0	0	6,736	0	0
March 31 ...	1865	2,368	8	3	21,406	0	0	7,673	0	0
June 30		2,707	2	10	29,537	0	0	3,823	0	0
September 30 ...		2,399	12	4	27,461	0	0	7,050	0	0
December 31 ...		2,635	14	0	24,705	0	0	14,617	0	0
March 31 ...	1866	2,385	13	8	28,346	0	0	10,742	0	0
June 30		2,386	12	0	15,597	0	0	9,223	0	0
September 30 ...		1,915	2	9	21,766	0	0	4,689	0	0
December 31 ...		2,215	13	0	12,499	0	0	17,783	0	0
March 31 ...	1867	2,379	14	8	9,884	0	0	17,179	0	0
June 30		1,661	19	6	8,550	0	0	10,243	0	0
September 30 ...		2,473	17	2	12,031	0	0	12,452	0	0

This Table does not show the actual amount of Exports from Bowen, as the Custom House Export Journal only contains entries of goods or produce shipped out of the colony, and not those shipped to other ports in Queensland—such as Rockhampton and Brisbane; and a great part of the produce of this district is shipped to those ports.

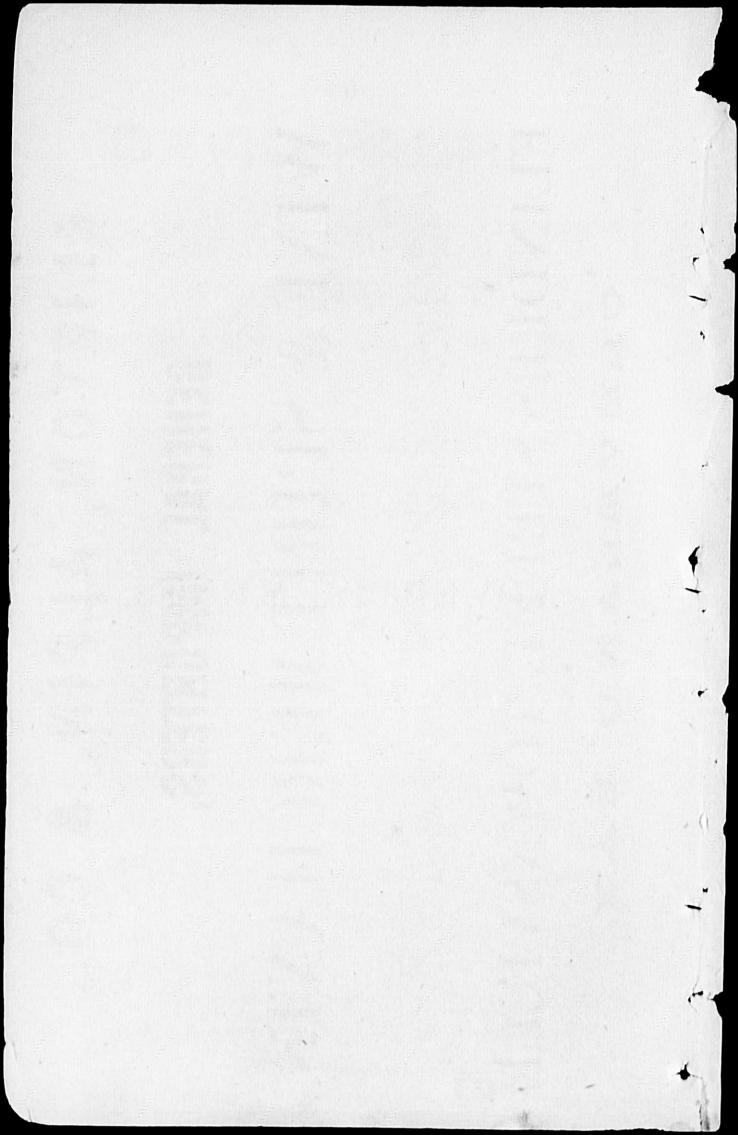
Thus—in 1864, 405 bales of wool were shipped to Rockhampton alone.

The above "Customs Revenue" from June 30, 1865, do not include rent and dues.

TABLE showing the Number of VESSELS and their Aggregate TONNAGE which arrived at Port Denison from 1861 to 1866, and the Ports whence they Sailed.

PLACE.	1861, 1862, & 1863.		1864.		1865.		1866.		1867.	
	No. of Vessels.	Tonnage	No. of Vessels.	Tonnage	No. of Vessels.	Tonnage	No. of Vessels.	Tonnage	No. of Vessels.	Tonnage
Rockhampton	46	3088	23	5180	17	3388	15	3653	3	1050
Maryborough	3	146	17	891	16	958	7	380	4	152
Port Molle	1	20	0	0	0	0	0	0	0	0
Whitsunday Islands	1	120	0	0	1	15	0	0	0	0
Gulf of Carpentaria	1	800	0	0	0	0	0	0	1	285
Wickham River	2	30	0	0	0	0	0	0	0	0
Burdekin	6	565	3	92	2	68	0	0	0	0
Coral Seas	1	166	0	0	0	0	1	20	0	0
Broadsound	2	113	0	0	1	38	0	0	0	0
Pioneer River	1	20	2	58	4	109	0	0	2	76
Rockingham Bay	0	0	11	687	25	1145	26	502	7	231
Cleveland Bay	0	0	0	0	3	371	32	5420	22	5525
Sydney	33	4584	20	4417	27	2803	24	6443	19	5838
Brisbane	10	822	10	640	11	805	15	3507	5	442
Hobart Town	0	0	0	0	2	238	2	299	0	0
England	0	0	1	718	1	1008	0	0	0	0
Port Mackay	..	..	..	..	..	..	3	83	0	0
Somerset	..	..	..	..	..	..	1	75	0	0
Batavia	..	..	..	..	..	..	4	2302	1	765
Heath's Creek	..	..	..	..	..	..	2	88	2	34
South Sea Islands	..	..	..	..	..	..	1	34	1	285
St. Helen's Creek	..	..	..	..	..	..	1	10	0	0
	107	10,474	87	12,683	110	10,937	134	22,316	67	14,683

ADVERTISEMENTS.



CLIFTON, ALPIN, & CO.,

GENERAL IMPORTERS,

WINE & SPIRIT MERCHANTS,

AND

COMMISSION AGENTS,

FLINDERS STREET, TOWNSVILLE

CLEVELAND BAY.

DAVID PALMER,
DRAPER, CLOTHIER, HOSIER,
HABERDASHER, &c.,
IMPORTER OF FLOUR, TEA, SUGAR, OILMEN'S STORES,
&c.,
GEORGE STREET AND FLINDER'S LANE,
BOWEN.

D. P. having established Agents in the Colonial and Home Markets, who buy for Cash only, is now in a position to supply Squatters, Storekeepers and others, at prices as low as any house in Queensland.



**The Latest Novelties in Ladies' Hats
and Dresses to arrive per every
Mail Steamer.**



**J. T. ASTON,
SADDLER AND HARNESS MAKER, ETC.,
BOWEN, PORT DENISON.**

~~~~~  
Colonial Saddles, Bridles and Harness, &c., of every  
description, on hand or made to order.

---

**W. CLARKE,  
STOCK, STATION, LAND,  
AND  
GENERAL COMMISSION AND SHIPPING AGENT,  
AND  
AUCTIONEER.**

~~~~~  
☞ Extensive Premises for Storage of Wool, &c.

**LANNOY'S FAMILY HOTEL,
HERBERT & DALRYMPLE STREETS, PORT DENISON,
FACING THE BAY.**

~~~~~  
First-rate Accommodation for Families and Single Gentlemen.

~~~~~  
BOWEN. **FELIX LANNOY, Proprietor.**

H. JUNKER,
PRACTICAL
WATCH AND CLOCK MAKER,

Has always on hand a large and elegant assortment of
English and Foreign Watches, Colonial Jewellery, Musical and
Optical Instruments, &c.

MUSICAL INSTRUMENTS REPAIRED AND TUNED.

COUNTRY ORDERS PROMPTLY ATTENDED TO.

HERBERT STREET, BOWEN.

DAVID ANDERSON,
COMMISSION AGENT,
HERBERT STREET, BOWEN.

DONALD MILLER,
CLERICAL, NAVAL, & MILITARY TAILOR,
Habit and Breeches Maker,
HERBERT STREET, BOWEN.

THE

BOGIE HOTEL,

JOHN McINTYRE,

Proprietor.

This Hotel is situated on the Bogie River,
on the Main Road to the Cape River
Diggings, and offers excellent accommoda-
tion for travellers.

LARGE WELL-GRASSED PADDOCKS.

GOOD STABLING.

THE

DON HOTEL,

SITUATED

10 MILES FROM BOWEN.

A. W. BOULTON,

BEGS to recommend the above Hotel to the notice of Travellers and Pleasure Parties.

The Hotel being at an easy distance from town, and pleasantly situated on the Don River, on the Main Road to the interior, with a large paddock, well-grassed and watered, offers advantages both to

Travellers and Pic-nic Parties

which need only be experienced to be appreciated.

Various amusements provided for Visitors, who will always find civil treatment and attention to their wants.

GOOD STABLING.

WARRY & MARSH,

(Late Seaward, Marsh, & Co.,)

IMPORTERS OF

General Merchandise,

COMMISSION

AND

STATION AGENTS,

BOWEN,

PORT DENISON.

AGENTS

FOR THE

Australasian Steam Navigation

COMPANY,

Bowen, Port Denison,

WARRY & MARSH.

**DANIEL SHEPHERD,
PAINTER, CLAZIER, & PAPERHANGER,**

Importer of White Lead, Paints, Oils, Colours, Varnishes,
Brushware, &c.; Plate, Sheet, Crown, and Ornamental Glass;
Paperhangings, &c.

PAINTING, WRITING, GRAINING, &c.

Gregory Street, Bowen, next Zimmerman's Store.

**Queensland Insurance Company,
BRISBANE.**

WARRY & MARSH,

AGENTS FOR

BOWEN AND THE KENNEDY DISTRICT.

**GIBBS, SHALLARD, & CO.,
GENERAL PRINTERS,
LITHOGRAPHERS, ENGRAVERS, &c.**

"ILLUSTRATED SYDNEY NEWS," "SYDNEY PUNCH," "AUSTRALIAN JOURNAL," and "COLONIAL MONTHLY" Office,

108 PITT STREET, SYDNEY,

AND AT MELBOURNE.

CHARLES ZIMMERMAN,
GENERAL STOREKEEPER,
GREGORY STREET,
BOWEN.

Bushmen will find it to their advantage to give Charles Zimmerman a call, where they can obtain a fit-out at the lowest possible price.

HENRY MINOPRIO,
IMPORTER OF
GENERAL MERCHANDISE,
WINE AND SPIRIT MERCHANT,
STOCK AND STATION AGENT,

Invites Squatters, Hotelkeepers, and the Inhabitants of Bowen and the Kennedy District to inspect his large and valuable Stock, which is constantly supplied with every article required for Station or general use, AT MOST MODERATE PRICES.

~~~~~  
**STOCK ON HAND.**

Flour, Salt, Sugar, Tea, Coffee, Chicory  
 Taylor's Cocoa, Patna Rice, Pearl Barley, Split Peas  
 Corn Flour, Maccaroni, Vermicelly, Curry Powder  
 Fancy Biscuits and Confectionery  
 Currants and Raisins, Epsom Salts  
 Table Salt in glass jars, Sardines, Mustard, Vinegar  
 Salad Oil, Hair Oil, and Couzin's Kerosene Oil  
 Sperm Candles, Wax Vestas, FFF Gunpowder  
 Wines, Spirits, and Groceries of every description  
 Millet and Hair Brooms, Brushware  
 Cheese, Colonial Ham and Bacon  
 Druggists', Stationers', and Tobacconists' Sundries  
 Saddlery, Fancy Ironmongery, Cutlery, and Plated Ware  
 Tobacco, Snuff, and Cigars  
 Meerschaum, Myall, and Clay Pipes, Gold Scales  
 Perfumery of every description, &c., &c., &c.

~~~~~  
 Wool and other Colonial Produce Stored and Forwarded.

~~~~~  
**HENRY MINOPRIO,**  
**HERBERT STREET, BOWEN.**

# THE AUSTRALIAN JOINT STOCK BANK.

*Incorporated by Act of Council 1853.*

**PAID-UP CAPITAL, £805,555.**

## BOARD OF MANAGEMENT.

### Directors.

WILLIAM MOFFITT, Esq., Chairman.  
 J. F. JOSEPHSON, Esq., M.L.A.      RICHARD BINNIE, Esq.  
 J. B. RUNDLE, Esq.      J. S. MITCHELL, Esq.  
 H. JOHN BLAXLAND, Esq., M.L.C.  
 A. H. RICHARDSON, Esq., General Manager.  
 Auditors—HENRY FERRIS, Esq.      J. G. RAPHAEL, Esq.  
 Solicitors—Messrs. MCCARTHY, SON, and DONOVAN.

HEAD OFFICE, SYDNEY—A. H. RICHARDSON, General Manager.

BRANCHES—FRANCIS ADAMS, Branch Inspector.

### Branches in New South Wales.

West Maitland, Armidale, Braidwood, Goulburn, Wagga Wagga, Bathurst, Grafton, Tenterfield, Mudgee, Singleton, Yass, Newcastle, Muswellbrook, Murrurundi, Hay, Deniliquin, Araluen, Forbes, Taree, Dubbo, Wialala, Sofala, Weddin, Bowenfels.

### Branches in Queensland.

|                     |                              |
|---------------------|------------------------------|
| Brisbane .. .. .    | H. P. ABBOTT, Manager.       |
| Ipswich .. .. .     | W. J. TAYLOR, ditto          |
| Rockhampton .. .. . | T. S. HALL, Acting Manager.  |
| Warwick .. .. .     | J. R. ROSS, Manager.         |
| Bowen .. .. .       | JAMES BROWNHILL, Manager.    |
| Clermont .. .. .    | A. B. CARR, pro Manager.     |
| Maryborough .. .. . | H. J. JONES, ditto           |
| Gladstone .. .. .   | GEORGE LITTLE, Manager.      |
| Mackay .. .. .      | H. S. SEABOURN, pro Manager. |
| Townsville .. .. .  | M. J. BENZEVILLE, ditto      |
| Toowoomba .. .. .   | R. FALKNER, ditto.           |

## AGENTS

### FOR THE COLONIES.

|                                     |                                |
|-------------------------------------|--------------------------------|
| Melbourne and Victoria generally .. | The BANK OF VICTORIA.          |
| H. Town and Launceston—Tasmania ..  | The BANK OF VAN DIEMEN'S LAND. |
| Adelaide .. .. .                    | The S. AUSTRALIAN BANKING CO.  |
| New Zealand .. .. .                 | The BANK OF NEW ZEALAND.       |

### FOR GREAT BRITAIN AND ELSEWHERE.

|                                                   |                                                                   |
|---------------------------------------------------|-------------------------------------------------------------------|
| London .. .. .                                    | { The AUSTRALIAN JOINT STOCK BANK<br>18 King William-street, E.C. |
| Edinburgh and Scotland generally ..               | The ROYAL BANK OF SCOTLAND.                                       |
| Dublin and Ireland generally ..                   | The PROVINCIAL BANK OF IRELAND.                                   |
| New York and the United States of America .. .. . | Messrs. BROWN BROTHERS & Co.                                      |



**J. W. WILSON,**

**BUTCHER,**

CORNER OF GEORGE AND GREGORY STS.,  
BOWEN.

---

SHIPPING SUPPLIED.

---

**D. BELL,**

**GENERAL STOREKEEPER,**

HERBERT STREET,  
BOWEN.

---

**GEORGE'S**

**VICTORIA HOTEL,**

DALRYMPLE STREET, BOWEN.

**J. G. BOURNER,**

PROPRIETOR.

THE  
PORT DENISON TIMES  
GENERAL PRINTING OFFICE,  
HERBERT STREET,  
BOWEN.

---

EVERY DESCRIPTION OF  
LETTER-PRESS PRINTING

Executed with Accuracy and Despatch.

---

Custom House and other Forms constantly on sale.

---

LITHOGRAPHIC PRINTING

AT THE OFFICE, HERBERT STREET,

*Opposite the Times Office.*

---

Maps, Plans, Designs, &c.,

Neatly Printed.

SHOW CARDS, ADDRESS CARDS, LABELS, &c.,

IN GOLD AND COLOURS.

**J. WILSON,  
CHEMIST & DRUGGIST,**

Under the Medical Board of Queensland,  
*HERBERT-STREET, BOWEN.*

---

IMPORTER OF DRUGS, CHEMICALS, SURGICAL INSTRUMENTS, PERFUMERY, &c., &c.

Medicine Chests, suited for Station or Family use, always on hand.

---

**J. WILSON,  
BOOKSELLER**

AND

**GENERAL STATIONER,**  
*HERBERT-STREET,*  
**BOWEN.**

---

Every article supplied at the lowest possible prices.

English and Colonial Papers received by each Steamer.